NPS Form 10-900
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United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received OCT 28 1983
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Columbia River Highway Historic District

and/or common N/A

2. Location

street & number Extant portions (a total of 55.0 miles), of the route of the original highway through the Columbia River Gorge from the Sandy River in Multnomah County, eastward to Chenoweth Creek at The Dalles city limits in Wasco County, a distance of 73.8 miles. N/A **not for publication**

city, town The original route through the cities of Troutdale, Cascade Locks, Hood River and Mosier, and through several unincorporated communities.

state Oregon **code** 41 **county** Multnomah, Hood River and Wasco **code** 051, 027 and 065

3. Classification

Category	Ownership	Status	Present Use	
_x_ district	___ public	_X_ occupied	___ agriculture	___ museum
___ building(s)	___ private	_X_ unoccupied	___ commercial	_x_ park
___ structure	_x_ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	N/A in process	_x_ yes: restricted (in part)	___ government	___ scientific
	N/A being considered	_x_ yes: unrestricted	___ industrial	_x_ transportation
		___ no (largely)	___ military	___ other:

4. Owner of Property

name Multiple Property Owners, See Continuation Sheets, Item 4

street & number N/A

city, town N/A ___ **vicinity of** **state** N/A

5. Location of Legal Description

courthouse, registry of deeds, etc.	Multnomah County	Hood River County	Wasco County
street & number	1021 SW Fourth Ave.	State Street	5th and Washington Sts.
city, town	Portland, OR 97204	Hood River, OR 97031	The Dalles, OR 97058

6. Representation in Existing Surveys

title See Continuation Sheet, Item 6 **has this property been determined eligible?** ___ **yes** _x_ **no**

date N/A ___ **federal** ___ **state** ___ **county** ___ **local**

depository for survey records N/A

city, town N/A **state** N/A

7. Description

Condition		Check one	Check one
___ excellent	x deteriorated	x unaltered	x original site
x good	x ruins	x altered	___ moved date N/A
x fair	___ unexposed		

Describe the present and original (if known) physical appearance

Description Summary Paragraph

The linear historic district encompasses the extant Columbia River Highway on the south side of the Columbia River from the Sandy River, Troutdale in Multnomah County, through Hood River County to Chenowith Creek at The Dalles city limits, Wasco County. Within the district, 55.0 miles of the original 73.8-mile highway remain intact. For the most part, the extant highway retains the integrity of the as-built condition. The western 21.6-mile section and eastern 14.6-mile section (14.1 original miles) of the highway are continuous, driveable, scenic routes on the state highway system. The 37.6-mile central section now has only 19.3 extant miles of the original highway. Subsequent highway developments in this area have replaced 18.3 miles of the original highway. The central section consists of disjointed segments--frontage roads, county roads, city streets or abandoned remnants on either side of Interstate 84 which severs the central section. Most of the major engineering features originally built on the highway still exist, including seventeen bridges, seven viaducts, three tunnels, long stretches of dry masonry retaining walls, rustic rubble parapets, and pedestrian overlooks. (Only seven major bridges and a tunnel have been destroyed, the most important being the Mitchell Point Tunnel.) The district includes seven engineering features not built on the original highway, but which relate to the highway's development. Included within the district boundaries are nine recreation areas which were created in concert with the highway and/or contain significant scenic features. These recreation areas include Vista House (1918), at Crown Point State Park, and Multnomah Falls Lodge (1925), Mount Hood National Forest, already listing on the National Register; portions of four state parks (Portland Women's Forum, Guy W. Talbot, Shepperd's Dell, and Mayer); and three Mount Hood National Forest recreation sites (Wahkeena Falls, Eagle Creek Campground and Picnic Area, and Eagle Creek Overlook Picnic Area). The total acreage in the district is 529 acres, including 404 acres of highway and 125 acres of recreational land. The width of the linear district varies, but is normally 60 feet, the original highway right-of-way area. There are multiple property ownerships within the district.

See Continuation Sheets, Item 7

United States Department of the Interior
Heritage Conservation and Recreation Service

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PROPERTY OWNERS

Name	General Property Location
Mount Hood National Forest United States Forest Service 2944 N.W. Division Street Gresham, OR 97030	Forest recreation sites in Multnomah County; segments of the old highway in Multnomah and Hood River counties.
Oregon Transportation Comission Oregon Department of Transportation 135 State Transportation Building Salem, OR 97310	State highways, including the Crown Point Highway, Cascade Locks Highway and Mosier-The Dalles Highway; State Parks; segments of the old highway in State ownership in Multnomah, Hood River, and Wasco counties.
Oregon Fish and Wildlife Commission Oregon Department of Fish and Wildlife P.O. Box 3503 Portland, OR 97208	Tanner and Eagle Creeks vicinity, Multnomah County.
Multnomah County Multnomah County Courthouse 1021 S.W. Fourth Portland, OR 97204	Sandy River (Stark Street) Bridge; county roads and property originally the old Columbia River Highway in Multnomah County.
Hood River County Hood River County Courthouse State Street Hood River, OR 97031	County roads and property originally the old Columbia River Highway in Hood River County.
Wasco County Wasco County Courthouse 5th and Washington The Dalles, OR 97058	County roads and property originally the old Columbia River Highway in Wasco County.
City of Cascade Locks P.O. Box 308 Cascade Locks, OR 97031	Old Columbia River Highway within the city limits.
City of Hood River P.O. Box 27 Hood River, OR 97031	Old Columbia River Highway within the city limits.
City of Mosier P.O. Box 456 Mosier, OR 97404	Old Columbia River Highway within the city limits.

PROPERTY OWNERS (Cont.)

Oregon-Washington Railway and Navigation Company c/o Union Pacific Railroad 1515 S.W. 5th, Suite 400 Portland, OR 97201	Segments of the Old Columbia River Highway in the Eagle Creek and Ruckel Creek vicinity, Multnomah County; Cascade Locks, Wyeth, Viento, Shellrock Mountain, and Mitchell Point vicinities, Hood River County; and in the Mosier vicinity, Wasco County.
Port of Cascade Locks Marine Park Cascade Locks, OR 97014	Old Columbia River Highway northeast of Cascade Locks, Hood River County.
Port of Hood River P.O. Box 239 Hood River, OR 97031	Old Columbia River Highway in the Mosier Twin Tunnels vicinity, Wasco County.
Cascade Locks Lumber Company P.O. Box 427 Cascade Locks, OR 97014	Old Columbia River Highway northeast of Cascade Locks, Hood River County.
Kenneth and Bonnie Kirby 424 Eugene Street Hood River, OR 97031	Old Columbia River Highway in the Wyeth and Shellrock Mountain vicinity, Hood River County.
C.A. and R. Kvalve Route 2, Box 157A Hillsboro, OR 97213	Old Columbia River Highway in the Lindsey Creek area, Hood River County.
Raymond and Patricia Galligan 11271 S.E. Sunnyside Road Clackamas, OR 97014	Old Columbia River Highway in the Mitchell Point vicinity, Hood River County.
Meredith L. Galligan 5205 Mitchell Point Drive Hood River, OR 97031	Old Columbia River Highway in the Mitchell Point vicinity, Hood River County.
Maynard and Donna Standley 609 Paopua Loop Kailua, HI 96374	Old Columbia River Highway in the Mitchell Point vicinity, Hood River County.
Irwin and Esther Schlegel Route 1, Box 161 Banks, OR 97106	Old Columbia River Highway in the Mitchell Point vicinity, Hood River County.

PROPERTY OWNERS (Cont.)

James and Mary Struck
6480 Old Parkdale Road
Parkdale, OR 97041

Old Columbia River Highway in the Ruthton Point vicinity, Hood River County.

William and Nancy Ullrich
104 Oak Knoll Drive
Bradbury, CA 91010

Old Columbia River Highway in the Mosier Twin Tunnels vicinity, Wasco County.

Floyd and Beulah Hand
12585 S.E. 26th Avenue
Milwaukie, OR 97222

Old Columbia River Highway in the Mosier Twin Tunnels vicinity, Wasco County.

Jack and Janet Leigh
15707 S.E. Heights Court
Milwaukie, OR 97222

Old Columbia River Highway in the Mosier Twin Tunnels vicinity, Wasco County.

Elvira Verschingle
1606 Rock Creek Road
Mosier, OR 97040

Old Columbia River Highway in the Mosier Twin Tunnels vicinity, Wasco County.

Leland and Bertha Gove
1755 Rock Creek Road
Mosier, OR 97040

Old Columbia River Highway in the Mosier Twin Tunnels vicinity, Wasco County.

Charles and Marie Gove
1300 Carroll Road
Mosier, OR 97040

Old Columbia River Highway in the Mosier Twin Tunnels vicinity, Wasco County.

POLITICAL JURISDICTIONS

Mount Hood National Forest
United States Forest Service
2944 N.W. Division Street
Gresham, OR 97030

State of Oregon
State Transportation Commission
135 State Transportation Building
Salem, OR 97310

State of Oregon
State Fish and Wildlife Commission
P.O. Box 3503
Portland, OR 97208

Multnomah County
County Courthouse
1021 S.W. Fourth
Portland, OR 97204

Hood River County
County Courthouse
State Street
Hood River, OR 97031

Wasco County
County Courthouse
5th and Washington
The Dalles, OR 97058

POLITICAL JURISDICTIONS (Cont.)

City of Troutdale
104 S.E. Kibling
Troutdale, OR 97060

City of Hood River
P.O. Box 27
Hood River, OR 97031

Port of Cascade Locks
Marine Park
Cascade Locks, OR 97014

City of Cascade Locks
P.O. Box 208
Cascade Locks, OR 97014

City of Mosier
P.O. Box 456
Mosier, OR 97040

Port of Hood River
P.O. Box 239
Hood River, OR 97031

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

Statewide Inventory of Historic Sites and Buildings
"Multnomah, Hood River, and Wasco Counties"
(Statewide Inventory published in 1976)
Oregon State Historic Preservation Office
Oregon Department of Transportation
Salem, Oregon 97310

Columbia River Highway Project, Summer 1981, Cascade Locks, Oregon,
jointly sponsored project, conducted by the National Park Service,
Pacific Northwest Region, Seattle, and the State Highway Division,
Oregon Department of Transportation, Salem, Oregon 97310

Published documents from the project include:
Columbia River Highway Inventory of Historic Sites, 1981
Columbia River Highway Guide for Maintenance, 1981
Columbia River Highway: Options for Conservation and Reuse, Draft and Final, 1981
Vista House Historic Structure Report, 1981
Columbia River Highway Driving Tour, 1983

"Vista House, Columbia River Highway, Crown Point, Multnomah County, Oregon"
National Register Nomination (July 1974), Listed December 5, 1974.
Prepared by Paul Hartwig, State Historic Preservation Office
Oregon Department of Transportation
Salem, Oregon 97310

"Multnomah Falls Lodge and Footpath, Old Columbia River Highway, Multnomah County, Oregon" National Register Nomination (September 1980), Listed April 22, 1981.
Prepared by Jonathan C. Horn and Mary Stuart, Mount Hood National Forest, U.S. Forest Service, Gresham, Oregon 97030

Crown Point, Multnomah County
Listed on the National Registry of Natural Landmarks, 1971
Natural Landmarks program, administered by the National Park Service,
U.S. Department of the Interior, Washington D.C. 20243

United States Department of the Interior
Heritage Conservation and Recreation Service

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DESCRIPTION

To acknowledge the historic significance of the Columbia River Highway's engineering achievement and to strive toward the preservation of the remaining intact portions of the highway, the Oregon Department of Transportation proposes for inclusion in the National Register, the Columbia River Highway Historic District. The nomination is undertaken in harmony with the Oregon Transportation Commission's policy on the restoration and preservation of the old Columbia River Highway. (The policy is attached in Appendix A.)

General Historic District Description

The linear district encompasses the original highway route, constructed between 1913 and 1922, from the Sandy River in Troutdale, Multnomah County, across Hood River County to the Chenoweth Creek at The Dalles city limits, Wasco County. (See Location Map.) The original highway within the district boundaries was 73.8 miles long. About 55.0 miles (or 75 percent) of the highway are still intact. (See Appendix B.) Fifty-one miles of the remaining highway portions retain the integrity of the as-built condition and are driveable sections of state secondary highways or local roads and streets. The remainder of the intact highway is abandoned and no longer driveable.

For discussion purposes, the nomination district can be divided into three sections, based on the current integrity and continuity of the as-built highway and its features. From its date of construction through the period of the 1940s, the Columbia River Highway served as the principal highway through the Columbia River Gorge on the Oregon side. Its success in opening the Gorge for the automobile age, in part, spelled its own doom. Increased usage and demand necessitated a modern transportation facility, able to accommodate the traffic requirements. As early as the late 1920s, plans were made to replace portions of the highway with a modern facility at water-grade. This replacement facility became a reality in the late 1940s and early 1950s. Later, between 1956 and 1965, Interstate 84 was built through the Gorge and incorporated much of the route constructed only a decade earlier. The old Columbia River Highway, on the western and eastern ends of the district, became scenic routes and provided local access (Sections I and III). The central portion of the highway (Section II) saw the evolution of successive highway developments. This portion is now fragmented with some intact portions isolated and no longer serving highway users.

DESCRIPTION (Cont.)

Proposed for nomination are the intact remaining portions of the Columbia River Highway within the confines of the district boundaries, including the roadway and the associated engineering features, such as bridges, viaducts, tunnels, dry masonry retaining walls, rustic rubble parapets, and pedestrian overlooks. The travel lanes, shoulders, side slopes and interchange areas of Interstate 84 and other federal and state highways are excluded from the district where the original Columbia River Highway coincides with these facilities. (An exception is the Toothrock Tunnel, built in 1936, which contains the eastbound lanes of Interstate 84. This tunnel is included in the district.)

The historic district contains most of the major structures originally built on the highway, including seventeen bridges, seven viaducts and three tunnels (counting the Mosier Twin Tunnels as two tunnels). (These structures, as well as other engineering and recreational features, are described in Appendix C.) Since the original highway was constructed, seven major bridges and a tunnel have been destroyed by subsequent highway developments, the most important of these being the Mitchell Point Tunnel (1915). The replaced structures are listed in Appendix D.

Seven engineering features not built on the original highway are included within the district because they reflect, in design and spirit, the original highway and provide for the continuity of the linear district. These features are the two bridges across the Sandy River (1912 and 1914) at the Portland gateway to the Columbia River Gorge; the footbridges (1914) at Multnomah and Wahkeena Falls; the Oneonta Gorge Creek replacement bridge (1948); the Toothrock Tunnel (1936); and the pedestrian suspension bridge (1936) at the Eagle Creek Campground and Picnic Area.

Two recreation sites already listed on the National Register of Historic Places are within the historic district. Crown Point Vista House (1918), Crown Point State Park, Multnomah County, was listed on the National Register on December 5, 1974. Multnomah Falls Lodge (1925), Mount Hood National Forest, Multnomah County, was listed on April 22, 1981. Portions of four Oregon State Parks (Portland Women's Forum, Guy W. Talbot, Shepperd's Dell, and Mayer) and three forest recreation sites in Mount Hood National Forest (Wahkeena Falls, Eagle Creek Campground and Picnic Area, and Eagle Creek Overlook Picnic Area) are also included in the district. These areas border the Columbia River Highway and were developed in concert with or as a result of the highway and/or contain a scenic feature which was significant in the location of the highway.

The average width of the linear district is 60 feet, the original right-of-way width of the highway (30 feet on either side of the highway centerline). The district is wider at several locations to incorporate slopes, other geologic or highway-related engineering features, and the public recreation areas included in the nomination. The district traverses cities and communities on the streets which contain the old highway

DESCRIPTION (Cont.)

route. Where curbs exist along the highway in populated areas, the width of the district is the distance from the present curbline to curbline. If no curbs exist along the highway in cities or communities, the width of the district is limited to the existing highway pavement, outside edge to outside edge.

The total area of the district is 529 acres. The intact highway occupies 404 acres, and the recreation areas, 125 acres.

Twenty-six property owners have interests in the land within the historic district area, including eleven political jurisdictions and fifteen private parties. The property owners include the State of Oregon (State Transportation Commission and State Fish and Wildlife Commission); Mount Hood National Forest, U.S. Forest Service; Multnomah, Hood River, and Wasco counties; the cities of Cascade Locks, Hood River, and Mosier; the Ports of Cascade Locks and Hood River; the Union Pacific Railroad; a business; and private individuals.

Historic District Boundaries Criteria

The Columbia River Highway Historic District encompasses 73.8 miles of the original highway route. In total length, the Columbia River Highway stretched for a distance of 340 miles, as completed in 1922. (30:54)* The highway paralleled the Columbia River from Astoria on the Pacific Coast to the city of Umatilla, where it turned southeasterly to Pendleton in eastern Oregon. Paving was completed on over 200 miles of the highway as of 1922, from Astoria to The Dalles.

The appropriate highway termini for the historic district are based on the following criteria:

a.) The highway is within the confines of the Columbia River Gorge, a geological area usually defined as extending from the Sandy River to The Dalles. The Gorge is an area of outstanding scenery. Because of the precipitous and rugged walls of the Gorge, highway construction was difficult and required special responses to the Gorge's natural obstacles.

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*Refer to numbered source and page in bibliography.

DESCRIPTION (Cont.)

b.) Within the termini are two state scenic routes (Crown Point and the Mosier-The Dalles secondary highways), remnants of the original highway and containing the as-built route and engineering features.

c.) The district contains the major engineering features generally associated with the old Columbia River Highway. This concentration of extant engineering features provides a unity and singularity of aesthetic design and spirit.

d.) The district contains the highway portion constructed under the guidance of Samuel C. Lancaster in 1913-15 and that portion completed under his design standards, even though Lancaster no longer was directly participating in the highway development.

e.) The district includes the portion of the highway paved in 1916 and considered the first major paved road in the Northwest.

f.) The area contains the highway sections most generally associated with significant Oregon figures, such as Simon Benson, Samuel Hill, John B. Yeon, and other promoters and benfactors of the highway.

Landscape of the Columbia River Gorge

The Columbia River Highway is located at the edge of one of North America's great rivers. Fourteen-hundred-miles long, the Columbia River is the second longest river in the country. It is a supremely beautiful river, and the most picturesque spots are in the Columbia River Gorge, one of the striking features of western America. It is the only near sea level waterway and cuts through the fiery volcanic mountains of the Cascade Range. Dividing Oregon from Washington, the Gorge extends east from the mouth of the Sandy River to the arid inland plateau near the city of The Dalles. The dramatic basalt cliffs of the Oregon side rise an average of 1500 to 3000 feet above the mile-wide river. The average width of the Gorge is three miles. (29:9) Periodic ice age flooding through the Gorge stripped the eastern part of the Gorge of topsoil and scoured out channelled basalt areas called scablands near The Dalles. The floods left behind hanging valleys, turning mountain streams into cascading waterfalls. Steeped and undercut by the floods, the Gorge walls began to crumble into the river, forming huge talus slopes and landslides of as much as fourteen square miles. Both the talus slopes and the landslides continue to move slowly toward the river, making large areas adjacent to the river geologically unstable. (26:9)

DESCRIPTION (Cont.)

There are twenty-five mapped waterfalls in the Gorge, and eleven can be seen from either Interstate 84 or the Crown Point Highway. The south side of the Columbia River Gorge has what might be the largest concentration of high waterfalls in North America. (32) Multnomah Falls is the highest falls in the Gorge with a vertical drop of 620 feet and is the fourth highest falls in the United States. (59:524).

The Gorge is an area of climatic and vegetative changes from west to east. The Cascade Range poses a barrier to the eastward movement of moist ocean air. Rainfall averages on the westside are 42 inches annually, with highs of 100 to 150 inches at the middle of the Gorge, to lows of only 14 inches annually at The Dalles. This rain shadow effect causes a striking and rapid transition in vegetation from the ferns of the moist western slope of the Cascades to the sagebrush of the dry plateau at The Dalles. Also, because the Gorge is a near sea-level channel through a mountain range with nearby peaks such as Mount Hood reaching over 11,000 feet, it has a vertical gradient of differing environmental conditions. In the steep side canyons are damp, protected microclimates that expand the variety of habitats available for plant and animal life. (26:11)

The Gorge landscape offered both an opportunity and a challenge for road building. Being near the Portland metropolitan area, the Columbia River Gorge provided a unique and rich recreational opportunity. On the other hand, the Gorge at river side offered only a narrow strip of land available for road building, and the best locations were in railroad ownership. The Gorge slopes were frequently unstable, requiring unique construction, and the many hillside streams and canyons required bridge crossings.

Historic District Section I--Sandy River at Troutdale to Dodson, Multnomah County

This section contains 21.6 miles of the original intact Columbia River Highway, mile posts 14.2 to 35.8. This fully driveable scenic route is now called the Crown Point Highway, State Highway Number 125. The current mile posts on the Crown Point Highway in this section are 1.85 to 23.44. The western terminus of the district is at the west end of the Sandy River Bridge in Troutdale. The eastern end of the section is at the Crown Point Highway interchange with Interstate 84, just west of the community of Dodson. All of the highway in this section is in Multnomah County. Several small unincorporated communities lie along the highway--Springdale, Corbett, Latourell, and Bridal Veil.

DESCRIPTION (Cont.)

To many people, this section is considered the only remnant of the old scenic Columbia River Highway. The highway is slow, curving, and ever surprising. It affords numerous vistas of the Columbia River, the Gorge hillsides, and the waterfalls. The highway is easily accessible from the Portland metropolitan area and is a frequent and heavily-used route for Sunday drives by locals and for showing out-of-town visitors the glory of the Gorge.

In this section, the geography posed a major barrier to constructing a highway. The railroad was the only existing transportation link in this area, other than a poor road of steep grades and sharp curves negotiated at risk and then only seasonally. When the highway was completed, travel became possible to points eastward in Oregon. Portlanders and others were able to see by automobile the scenic features in their backyard only previously glimpsed from a train or from the river.

Highway Integrity

This section contains the original roadway and all of the major associated engineering features. The original Oneonta Gorge Bridge (1914) has been bypassed and now serves parking and pedestrian uses. A replacement Oneonta Gorge bridge (1948) parallels the old bridge on the north. The Oneonta Tunnel is no longer used and is filled.

Major Components

Twenty-four major features in this section are listed and described in Appendix C. (Location maps of the major features follow the appendix.)

This section of the Columbia River Highway was built by Multnomah County, in conjunction with the State Highway Division (then called the State Highway Department). Samuel C. Lancaster was the consulting engineer directly authorized with locating and supervising the construction of the highway. John B. Yeon was the roadmaster for the construction. The highway's modern standards were a 24-foot wide roadway, 100-foot minimum curve radii, and maximum grades of five percent.

The engineering features in this section provide a valuable collection of early extant highway engineering antiquities in Oregon and the Northwest. Lancaster, with his colleagues, Charles Purcell, K. R. Billner, and L. W. Metzger, designed the bridges to be light, graceful, and strong, with each complementing its natural setting. The designs avoided the prevalent boxy styles and use of heavy concrete piers and abutments. Three of the highway bridges are of the arch form (Latourell Creek, Shepperd's Dell, and Multnomah Creek), and four are either slab or girder (Bridal Veil Falls, Wahkeena Falls, Oneonta Gorge Creek, and Horsetail Falls). Lancaster designed half viaducts at Crown Point and east and west of Multnomah Falls to skirt unstable slopes. The viaducts replaced the need for extensive cutting and filling of the slopes.

DESCRIPTION (Cont.)

Bordering the highway are Lancaster-designed dry masonry retaining walls, rustic rubble parapets with arched openings and guard rails consisting of jagged basaltic pinnacles. These features are an integral part of the distinctive fabric of the highway.

Between Crown Point and Latourell Falls are a series of turns known as the Figure Eight Loops. To descend 600 feet in a short distance, Lancaster constructed a route which parallels itself five times in a series of graceful turns in order to maintain an acceptable grade.

This section of the district includes several tourist and recreational facilities. Portland's Women's Forum State Park is located west of Crown Point at Chanticleer Point, the first major viewpoint of the Columbia River Gorge east of Portland. This 7.26 acre park was a gift to the State of Oregon in 1962. The park is the site of the old Chanticleer Inn, an early restaurant which burned in the 1930's. The area included in the historic district is 9.26 acres, including all of the state park and a portion of the county road through the park.

Crown Point Vista House was constructed by the city of Portland in 1916-18 and was designed by Portland architect Edgar Lazarus. Vista House serves as an observatory and rest stop. It was dedicated in May 1918 to early Oregon pioneers. Crown Point State Park, encompassing Vista House, started originally from a gift of land to Multnomah County and the City of Portland. In 1938, Portland and Multnomah County donated Vista House and its site to the State of Oregon as a state park. The area at this site is 1.44 acres, including Vista House in Crown State Park. Vista House was listed on the National Register in 1974.

Located on both sides of the old highway east of Crown Point is Guy W. Talbot State Park. It began from a gift of 125 acres from Guy W. and Geraldine W. Talbot in 1929 to the State of Oregon. The park area included in the district contains Latourell Falls and the creek area under Latourell Falls Bridge, an area of thirteen acres.

Shepperd's Dell State Park began with a 10.03 acre gift to the city of Portland by George G. Shepperd in 1915, as a memorial to this wife. Shepperd, a local farmer of modest means, made a generous contribution to parkland development and conservation with his gift. The original gift area in the park is included in the district.

DESCRIPTION (Cont.)

The largesse of Simon Benson preserved for public enjoyment the area at Multnomah Falls, which he donated to the city of Portland in 1915. Shortly thereafter, he purchased 400 acres west of Multnomah Falls which included the area around Wahkeena Falls. This area is now a Mount Hood National Forest Recreation Site. Multnomah Falls Lodge was built by the city of Portland in 1925. The stone lodge was designed by prominent Portland architect, A. E. Doyle, in the Cascadia or National Park style. The lodge, falls, footbridge and trail system to the top of Multnomah Falls are listed in the National Register. The nomination area contained 13.7 acres. In addition to the area at Multnomah Falls, 25.3 acres at Wahkeena Falls are also included in the highway district. This area includes Wahkeena Falls, the trail system to the falls, and the footbridge below the falls.

SUMMARY OF SECTION I
Columbia River Highway Historic District

Length of the intact highway included in the district:	21.6 miles
Length of the original highway:	21.6 miles
Area within the section:	
Highway:	157.1 acres
State Parks:	
Portland Women's Forum State Park	9.26 acres
Crown Point State Park and Vista House	1.44 acres
Guy W. Talbot State Park	13.00 acres
Shepperd's Dell State Park	10.03 acres
Mount Hood National Forest:	
Wahkeena Falls Recreation Site (including trail section, footbridge, falls, and creek)	25.3 acres
Multnomah Falls Recreation Site (including lodge, trail section, footbridge, upper and lower falls, and creek)	13.7 acres
Total =	229.8 acres

DESCRIPTION (Cont.)

Extant engineering structures (bridges, viaducts and tunnels):

Constructed on the original highway:
Crown Point Viaduct (1914)
Latourell Creek Bridge (1914)
Shepperd's Dell Bridge (1914)
Bridal Veil Falls Bridge (1914)
Wahkeena Falls Bridge (1914)
West Multnomah Falls Viaduct (1914)
Multnomah Creek Bridge (1914)
East Multnomah Falls Viaduct (1914)
Oneonta Gorge Creek Bridge (1914)
Oneonta Tunnel (1914)
Horsetail Falls Bridge (1914)

TOTAL = 11

Associated with the Highway:
Sandy River Bridge (1912)
Sandy River (Stark St.) Bridge (1914)
Wahkeena Falls Footbridge (1914)
Benson Footbridge at Multnomah Falls (1914)
Oneonta Gorge Creek Bridge (1948)

TOTAL = 5

Property Ownerships:

Oregon Transportation Commission
Mount Hood National Forest, U.S. Forest Service
Multnomah County

Historic District Section II--Dodson, Multnomah County, Through Hood River County to Mosier, Wasco County

The original Columbia River Highway in this section was 37.6 miles, from original mile posts 35.8 to 73.4. The section extends from the Dodson Interchange (east end of Section I) to the beginning of the Mosier-The Dalles Highway, State Highway Number 292, in Mosier. The old highway stretched across portions of three counties in this section and passed through the incorporated cities of Cascade Locks, Hood River, and Mosier. The highway also passed through the small, unincorporated communities of Warrendale, Bonneville,

DESCRIPTION (Cont.)

and Wyeth. In Cascade Locks, the original route of the highway is on Wa-Na-Pa Street and Forest Lane Road. The old highway in Cascade Locks is now the Cascade Locks Highway, State Highway Number 283, from mile post 0.40 to 1.24. The original highway in the city of Hood River is on portions of Cascade Drive, Oak Street, Front Street, and State Street. The old highway through Mosier is called First Avenue.

In this section, the original highway route consists of frontage roads, abandoned segments, city streets through Cascade Locks, Hood River, and Mosier, and county road segments. Several long segments of the original highway still remain, as well as many of the original structures. The longest continuous segment in this section is a 6.5-mile portion from Hood River to Mosier. The segment, in county ownership, is driveable for most of its length, but is barricaded at the Mosier Twin Tunnels.

The original route of the highway was aligned in the only practical location, between the cliffs and the riverbank along the south shore of the river. When subsequent improvements to the route were made, there was no choice but to follow the same general alignment. This resulted in the destruction or isolation of part of the original highway in this section.

The pavement, side slopes, and interchange areas of Interstate 84, from Warrendale to Hood River, are excluded from the district where the interstate alignment coincides with the original route of the Columbia River Highway. (Also excluded from the district are the intersections of the Columbia River Highway with other state and federal highways.)

Lancaster's imprint on the highway is fully evident in this section of the highway, especially on the structures in Multnomah County. His direct influence ceased as the highway was developed eastward. The State Highway Division took over the responsibility of road building. The design of the highway continued in the tradition of Lancaster, allowing the entire highway to be viewed today as a singular entity.

Unlike Section I in Multnomah County, there already existed a rather complete system of roads in this section. This system of roads was built upon and modified where necessary to provide an improved highway. Several features posed major obstacles to the development of the highway, including Mitchell Point and the cliffs close to the river west of Mosier. These sites were significant in the development of the Columbia River Highway as the locations of the Mitchell Point and the Mosier Twin Tunnels.

While the westerly section was a result of the civic pride of Portlanders and Multnomah County, this section was the result of similar interest by the citizenry and officials of Hood River and Wasco counties. This area of the Columbia River Gorge is also very beautiful, although not the lush, green, waterfall environment of Multnomah County.

DESCRIPTION (Cont.)

Hood River and Wasco counties were ready to tap the economic benefits of tourism and regional commercial travel, and the highway was seen as a major new linkage between the Willamette Valley and eastern Oregon.

Highway Integrity

This section of the original highway was 37.6 miles in length. Today, about 19.3 miles* of the original highway are still intact, although not extant as a continuous segment but rather as several small segments. (See Appendix B.)

A comparison of the early State Highway Division's bridge lists with the extant structures in the section indicates that seven bridges have been lost. (See Appendix D.) Five non-unique bridges were destroyed around 1950. The Hood River Bridge, the longest bridge built on the Columbia River Highway, was destroyed in 1982. A new bridge, designed to handle current and future traffic under present design standards, replaced the old bridge. The Hood River Bridge was completed in 1918 and was a major step toward completion of the roadway eastward. This bridge consisted of three arch spans, 95 feet long each, and was the largest bridge constructed on the Columbia River Highway. When opened, it was also the largest bridge constructed by the Oregon State Highway Division.

The outstanding lost feature in this section was the Mitchell Point Tunnel or as it was also called, "the Tunnel of Many Vistas." A survey of Mitchell Point (1913-1914) established the location of the tunnel. Lancaster was the consulting engineer for the tunnel. The tunnel was constructed between March and November 1915 by the Standifer-Clarkson Company, with their subcontractors, Charles Nelson and Company, boring the 390-foot long tunnel. The tunnel had a 19-foot high ceiling and the outside wall was 6 feet thick. Five 20 by 30 feet arched windows were cut in the north (outer) wall of the tunnel. From its date of opening, the tunnel proved troublesome, with frequent cases of falling rock. It was necessary to shore up the narrow columns between the windows to support the tunnel ceiling. The tunnel was closed when the water grade highway was built in 1950-1954, and later destroyed in the early 1960s as part of the interstate highway construction.

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*This mileage figure is based on the known major extant portions of the highway and their approximate lengths. A field survey of the highway was not conducted in conjunction with the nomination. Very small, isolated fragments of the highway also exist, but are not included in the mileage calculation.

DESCRIPTION (Cont.)

Major Components

Fifteen major features in this section are shown in Appendix C, including thirteen engineering components and two recreation areas.

Within this section are two of the most significant extant bridges built on the Columbia River Highway. The Moffett Creek Bridge, west of the Bonneville Dam, was recognized as a major engineering accomplishment when it was completed in 1915. This reinforced concrete arch bridge has a clear span of 170 feet that rises only 17 feet in that distance. The total length is 206 feet. It was the largest three-hinged flat arch bridge in the United States and the third largest arch bridge of its type in the world when constructed. The now-abandoned bridge is located between a railroad bridge and two interstate highway bridges. Near the eastern boundary of Multnomah County, Lancaster constructed a rustic stone faced arch bridge over Eagle Creek. This bridge is now part of an exit road from the interstate. Although a reinforced concrete rib arch structure, the stone work on the bridge gives it the appearance of a solid masonry structure. A pedestrian overlook with benches is located at the west end of the bridge.

The Mosier Twin Tunnels, 350 feet in total length, were constructed by A.D. Kern of Portland, Oregon. The tunnels provided a vertical clearance of 15 feet and were timber lined. The portals were protected by a finish of stone masonry, and an observation gallery was established between the tunnels. Work was completed on the tunnels in 1921. These tunnels are now filled and abandoned, this closure having occurred in the early 1960s after the roadway had been bypassed for several years.

The Toothrock Tunnel (1936) is a later engineering feature included in the district. The tunnel is located below the extant Toothrock and Eagle Creek Viaducts and contains the eastbound lanes of Interstate 84. The tunnel was developed in concert with Bonneville Dam, north of the tunnel area.

This section also contains a section of roadway loops like the Figure Eight Loops in Section I. The loops area is east of Hood River and resulted from the need to provide a suitable highway grade up the steep slope from the Hood River crossing.

The last remaining concrete mile post marker "58" is located on an abandoned portion of the highway near the Viento State Park interchange with Interstate 84. These markers once were spaced at one-mile intervals along the highway.

DESCRIPTION (Cont.)

Two recreation areas in Mount Hood National Forest at Eagle Creek are included in the historic district because of their historical connection with the highway. Eagle Creek Campground and Picnic Area is south of the old highway route and the present fish hatchery. The campsite and 13.5 mile Eagle Creek Trail were established in 1915. The campground is considered the first Forest Service campground in the United States. Its success, facilitated by the construction of the Columbia River Highway, led to the development of other similar sites around the county. The early development included camp tables, toilets, a trail check-in station, and ranger station.

In the 1930s, the campground was expanded and improved by the Civilian Conservation Corps (CCC). A picnic area was added in 1936-37 by the CCC, with stone water faucets, stoves, and retaining walls. Restrooms and shelters were built in the "rustic style," using peeled logs, board and batten siding, cedar shake roofs and native stone. A unique feature of the park is the 175-foot suspension bridge at the south end of the recreation site across Eagle Creek. This bridge (1936) connects the picnic area with the Shady Glen Trail. Although the campground and picnic area have been improved since the original dates of construction, they still retain the construction integrity and workmanship of the CCC period. The campground has 18 tent sites and 5 trailer sites around a loop road. The picnic area has approximately 70 picnic tables.

The Eagle Creek Overlook Picnic Area is located north of the campground and borders on the Bonneville Dam Pool of the Columbia River. The facility was developed in 1937 by the CCC on Forest Service property to handle the increased number of sightseers who were attracted to the Eagle Creek Recreation Area or who wished to view the construction of Bonneville Dam (1933-37), the first federal dam on the Columbia River. The most impressive features of the overlook park are the CCC-constructed stone retaining wall along the northern perimeter of the park and the large community kitchen and restroom building in the rustic style. The park contains about 40 picnic tables, 17 stone fireplaces and 11 stone water faucets. An extant small portion of the old Columbia River Highway is located in the overlook park and serves as a parking lot. The two national forest areas contain a total of about 48 acres.

SUMMARY OF SECTION II
Columbia River Highway Historic District

Length of the intact highway included in the district:	19.3 miles
Length of the original highway:	37.6 miles

Area within the section:

Highway	140.4 acres
Recreational areas, Mount Hood National Forest	48.0 acres
Eagle Creek Campground and Picnic Area	
Eagle Creek Overlook Picnic Area	
TOTAL =	188.4 acres

Extant engineering structures (bridges, viaducts and tunnels):

Constructed on the original highway:
- Moffett Creek Bridge (1915)
- Tanner Creek Bridge (1915)
- Toothrock and Eagle Creek Viaducts (1915) - counted as two
- Eagle Creek Bridge (1915)
- Ruckel Creek Bridge (1916-17)
- Gorton Creek Bridge (1918)
- Ruthton Point Viaduct (1918)
- Rock Slide Viaduct (1920)
- Mosier Twin Tunnels (1921) - counted as two
- Rock Creek Bridge (1918)

TOTAL = 12

Associated with the highway:
- Toothrock Tunnel (1936), Eastbound lanes of Interstate 84
- Suspension Bridge (1936), Eagle Creek Campground

TOTAL = 2

Property Ownerships:

- State of Oregon (State Transportation Commission and Fish and Wildlife Commission)
- Multnomah, Hood River and Wasco counties
- Cities of Cascade Locks, Hood River and Mosier
- Ports of Cascade Locks and Hood River
- Union Pacific Railroad
- Business and Private Parties
- Mt. Hood National Forest, USDA Forest Service

DESCRIPTION (Cont.)

Historic District Section III--Mosier to Chenoweth Creek at The Dalles City Limits, Wasco County

This easternmost section of the district's three sections is 14.6 miles in length and is a fully driveable portion of a state secondary highway, Mosier-The Dalles Highway, Number 292. The section lies between the city of Mosier and Chenoweth Creek at the northwest city limits of The Dalles. The eastern terminus of the historic district is located at the south end of the Chenoweth Creek Bridge (1920). The original highway mile posts were 73.4 to 88.0. The existing mile posts on the Mosier-The Dalles Highway are 0.37 to 14.99. The current highway is signed on Interstate 84 as Route 30, Scenic Loop. The highway passes through Mosier (on First Avenue) and the unincorporated community of Rowena.

Between Mosier and The Dalles, the road climbs through orchards to the scoured, windswept Rowena Plateau and Rowena Crest Overlook, elevation 718 feet. It then descends through the Rowena Loops to Rowena. The roadway parallels the interstate from Rowena to near The Dalles.

Similar to Section I in Multnomah County, this section is located mostly away from the hustle and bustle of the interstate highway. To the uniformed traveller, this section does not appear to be the Columbia River Highway. The landscape is different from the environment in Multnomah County, and traffic is very light in comparison to that in Section I. However, familiar features such as the arch bridges at Mosier Creek and Dry Canyon Creek, rubble parapets with arches at Rowena Crest, and the Rowena Loops make this section a part of the unified and singular highway design of the Columbia River Highway.

DESCRIPTION (Cont.)

Highway Integrity

This section contains the original roadway, except for a 0.5-mile segment west of Tooley Lake. This small area was destroyed and realigned when Interstate 84 was constructed. All of the engineering structures and features associated with the highway remain intact, including four bridges built in 1920-21.

Major Components

Eight major features in the section are listed and described in Appendix C.

Two of the original bridges, Mosier Creek and Dry Canyon, are deck arches, and were designed by C. B. McCullough, Oregon's noted bridge engineer, famous for his innovative arch designs in reinforced concrete.

Memaloose Overlook, a few miles west of the Rowena Crest Overlook, is located on the north side of the highway and commands a view of Memaloose Island, in the Columbia River. The island was a traditional Native American burial ground.

The Rowena Crest Overlook provides a long distance view of the Columbia River Gorge to the east. This area is a portion of Mayer State Park, created in 1924. Mark A. Mayer gave 260 acres to the state for park purposes. The total park includes not only the observation point, but land at riverside as well. The nominated district includes the overlook area in Mayer State Park, an area of five acres.

Similar in configuration to the Figure Eight Loops in Section I and the Hood River Loops in Section II are the Rowena Loops in this section. Designed to keep the descent from the high bluffs on Rowena Point to the river at a manageable grade, the highway winds and circles through a figure eight and a series of circles to Rowena Canyon and the community of Rowena.

From Rowena to Chenoweth Creek, the highway is located on the abandoned railroad grade of the Oregon Railroad and Navigation Company. The roadbed was built in 1882 and was abandoned by the railroad in 1898-1901. The use of the railroad grade provided a very suitable roadbed, with superior grade and alignment.

DESCRIPTION (Cont.)

SUMMARY OF SECTION III
Columbia River Highway Historic District

Length of the intact highway included in the district: 14.1 miles

Length of the original highway: 14.6 miles

Area within the section:

Highway	106.2 acres
State Parks:	
Rowena Crest Overlook at Mayer State Park	5.0 acres
Total =	111.2 acres

Extant engineering structures (bridges, viaducts, and tunnels):

Constructed on the original highway:
- Mosier Creek Bridge (1920)
- Hog Creek Canyon Bridge (1920)
- Dry Canyon Creek Bridge (1921)
- Chenoweth Creek Bridge (1920)

Total = 4

Associated with the highway: None

Property Ownership:

Oregon Transportation Commission

APPENDIX A

RESTORATION AND PRESERVATION OF THE OLD COLUMBIA RIVER HIGHWAY

Oregon Transportation Commission's Policy on the old Columbia River Highway, adopted May 17, 1983:

The Old Columbia River Highway through the Gorge is a monument to the spirit of Oregonians. Samuel C. Lancaster, the engineer in charge of the design and construction of this highway, was successful in his pledge that "none of this wild beauty should be marred where it could be prevented," and the highway was "so built that not one tree was falled, not one fern was crushed, unnecessarily."

The Oregon Transportation Commission and its Department of Transportation are dedicated to the goal of preserving and restoring the scenic and unique characteristics, and the historic integrity of the remaining segments of this highway to the extent practical, including use of proper displays and other processes to advise future generations of the significance of this masterpiece. To accomplish this goal, the department will seek funds from appropriate sources.

Whenever maintenance or preservation work is required, the work will, to the extent practical, be aimed at restoring the original appearance of this highway in keeping with its scenic and historic nature.

Whenever restoration of this facility involves rebuilding or major repair, that action will, to the extent practical, result in an appearance approximating the original.

In following these principles, it is recognized that the convenience and safety features of this highway may not reflect current design standards.

APPENDIX B

INTACT MILEAGE OF THE COLUMBIA RIVER HIGHWAY
WITHIN THE HISTORIC DISTRICT

Name	Present Use	Length (in miles)
SECTION I -- Sandy River at Troutdale to Dodson, Multnomah County		
Sandy River Bridge to Dodson Interchange	State secondary highway/ scenic route	21.6
SECTION II -- Dodson, Multnomah County, Through Hood River County to Mosier, Wasco County		
Dodson Interchange with Interstate 84 to Warrendale	Frontage Road	1.5
Moffett Creek	Abandoned	0.1
John B. Yeon State Park	Abandoned	0.3
Tanner Creek	Abandoned	0.2
Toothrock	Abandoned	0.5
Eagle Creek	Exit road/access	0.2
Ruckel Creek	Abandoned/trail	0.5
Wa-Na-Pa Street and Forest Lane Road	State secondary highway/ city and county street	2.6
Government Cove	Frontage Road	0.5
Wyeth	Access Road	0.3
Shellrock Mountain	Abandoned	0.6
Cabin Creek	Abandoned	0.4
Starvation Creek/Viento	Abandoned	1.0
Mitchell Point West	Abandoned	0.3
Mitchell Point East	Frontage Road	0.9
Ruthton Point	Abandoned	0.2
Westcliff Drive	Frontage Road	0.7
Cascade Drive/Oak Street/ Front Street/State Street	City Streets	2.0
Hood River to Mosier via Mosier Twin Tunnels	County Road	6.5
	TOTAL	19.3*

*See note at bottom of next page.

SECTION III -- Mosier to Chenowith Creek at The Dalles City Limits, Wasco County

Mosier Interchange on Interstate 84 to Chenowith Creek Bridge	State secondary highway/ scenic route	14.1

(In Section III, 0.5-mile of the original highway west of Tooley Lake was destroyed and realigned to allow for interstate highway construction.)

SUMMARY
Highway Mileage

Highway Section	Intact	Destroyed	Original
Section I	21.6	0.0	21.6
Section II	19.3	18.3	37.6
Section III	14.1	0.5	14.6
TOTAL	55.0 (75%)	18.8 (25%)	73.8 (100%)

SOURCE: Columbia River Highway Project, Columbia River Highway: Options for Conservation and Reuse, Cascade Locks, 1981; Columbia River Highway Project, Columbia River Highway Inventory, Cascade Locks, 1981; Various old maps and bridges logs, Oregon State Highway Division.

NOTE: The intact fragments in Section II constitute the major known ones. Smaller fragments do exist and are included in the nomination district, but are not included in these calculations.

APPENDIX C

MAJOR FEATURES IN THE COLUMBIA RIVER HIGHWAY HISTORIC DISTRICT

Map Code	Feature	Year Built	Original Mile Post**	Current Mile Post
SECTION I -- Sandy River at Troutdale to Dodson, Multnomah County				
A	Sandy River Bridge, No. 2019, Also called Lower Sandy River Bridge and Troutdale Bridge, owned by OTC*	1912	14.2	1.85 (Crown Point Highway)
	The total length of the two-span through steel truss bridge is 364 feet, each truss span being 162 feet long with a 40-foot steel deck girder approach on the west end. The truss is a Pratt configuration. The bridge was built by Multnomah County, with Waddell and Harrington, Consulting Engineers. This bridge and the Stark Street crossing of the Sandy River form the traditional gateways to the Columbia River Highway. (34, HAER Inventory)			
B	Sandy River (Stark Street) Bridge, No. 11112, Also called Auto Club Bridge and Upper Sandy River Bridge, owned by Multnomah County	1914	16.7	4.38 (Crown Point Highway)
	The structure consists of one 200-foot, through Pratt camelback steel truss and a 77-foot Warren pony truss. The total length is 277 feet. It is located near the old Portland Automobile Clubhouse and Grounds and was built by the Oregon State Highway Division, contracted to George H. Griffin, Portland Bridge Company. (34, HAER Inventory)			
C	Portland Women's Forum State Park, owned by OTC	1962 (Created)	22.0	10.26 (Crown Point Highway)
	The small state park is located at Chanticleer Point, where the first long distance view of the Columbia River Gorge is encountered east of Portland. The park is the site of the old Chanticleer Inn, a popular restaurant incidentally important in the development of the Columbia River Highway. In 1913, the promoters and boosters of the Columbia River Highway met here to plan the highway. The restaurant burned in the 1930s. The park began from a gift of the Portland Women's Forum. The total park size is 7.26 acres, excluding the county road right-of-way through the park. The area included in the historic district is 9.26 acres, which includes all of the state park and a portion of the county road. (27:175)			

*OTC - Oregon Transportation Commission
**Original mileage based on Oregon State Highway Division, Bridge Log (1929).

APPENDIX C (Cont.)

D	Crown Point Viaduct, No. 4524, owned by OTC	1914	23.9	11.44 (Crown Point Highway)

The viaduct is located at the top of Crown Point, a promontory of Columbia River basalt projecting from the south wall of the Columbia Gorge. Crown Point rises nearly vertically 625 feet above the river. The viaduct is 560 feet long and consists of 28 20-foot reinforced concrete slab spans. The structure curves around Vista House on Crown Point. The viaduct was the first structure built on the Multnomah County portion of the Columbia River Highway, under the supervision and design of Samuel C. Lancaster. (42)

E	Crown Point Vista House, owned by OTC	1918	23.9	11.44 (Crown Point Highway)

The Vista House was designed by Portland architect, Edgar Lazarus, in a style closely related to the German Jugendstill. The small reinforced concrete building was constructed in 1916-18, as an observatory and rest stop. It was dedicated in May 1918 to early Oregon pioneers. Samuel C. Lancaster conceived of the idea of an observation building at Crown Point. Crown Point was one of the two sites used for dedication of the Columbia River Highway on June 6, 1916. Vista House is listed in the National Register and has also been recorded for the Historic American Buildings Survey. (43)

F	Crown Point State Park, owned by OTC	1938 (Created)	23.9	11.44 (Crown Point Highway)

Crown Point State Park started from a gift of land (1.7 acres) to Multnomah County and the City of Portland. The total current size of Crown Point State Park is 306.67 acres. The district contains 1.44 acres of the state park at this location, including the Vista House. (27:113-114)

G	Figure Eight Loops on the Columbia River Highway, owned by OTC	1913 (Survey)	24-26 (approx.)	12-14 (approx.) (Crown Point Highway)

Located between Crown Point and Latourell Falls, the "Figure Eight Loops" are a series of turns made in a short distance. The road drops 600 feet in elevation in this section. The roadway parallels itself five times in a series of graceful turns to achieve the desired maximum grade of five percent, with curves to have a radius of not less than 100 feet. The roadway was surveyed and located by Samuel C. Lancaster in 1913. (14:58, 6; 32; 7:7; 3:36; 38)

APPENDIX C (Cont.)

H	Latourell Creek Bridge, No. 4527, owned by OTC	1914	26.1	13.76 (Crown Point Highway)

The structure is a three-span reinforced concrete deck arch, each rib arch being 80 feet. The total length is 316 feet including approaches. The bridge was designed by K.R. Billner under the supervision of S.C. Lancaster and built by the Pacific Bridge Company of Portland. The bridge is located in Guy W. Talbot State Park and was designed to obtain the best view of Latourell Falls, south of the bridge. (34, HAER Inventory)

I	Guy W. Talbot State Park, owned by OTC	1929 (Created)	26.1	13.76 (Crown Point Highway)

The park is located on both sides of the Columbia River Highway, approximately five miles west of Bridal Veil. A gift of 125 acres from Guy W. and Geraldine W. Talbot on March 29, 1929, was the beginning of the park. This parcel of land has the distinction of being the first tract in Multnomah County to be obtained for a state park. The total park is 371.10 acres. The park includes Latourell Falls (249-foot drop). The historic district contains a 13.0-acre portion of the state park at the bridge site, including the falls and streambed. (37:125-6)

J	Shepperd's Dell (Youngs Creek) Bridge, No. 832, owned by OTC	1914	27.4	14.98 (Crown Point Highway)

The one-span reinforced concrete deck arch has a main arch span of 100 feet which consists of two parabolic arch ribs with open spandrels. The total length is 150 feet. It was designed by K.R. Billner under the supervision of S.C. Lancaster and built by the Pacific Bridge Company of Portland. It is in Shepperd's Dell State Park, and the falls is south of the bridge. A stairwell and trail to the falls originates at the east end of the bridge. (34, HAER Inventory)

K	Shepperd's Dell State Park, owned by OTC	1915 (Created)	27.4	14.98 (Crown Point Highway)

The first area obtained for this park was 10.03 acres, given to the city of Portland by George G. Shepperd on May 6, 1915, as a memorial to his wife. George Shepperd was a local farmer of modest means. The parkland was added to the state parks system in 1940. The total size of the park is now 432.99 acres. The original 10-acre donation parcel is within the historic district and contains the falls and streambed.

APPENDIX C (Cont.)

L	Bridal Veil Falls/Creek Bridge, No. 823, owned by OTC	1914	28.4	16.01 (Crown Point Highway)

This reinforced concrete through girder bridge, the main girder being 50 feet, has a total length of 110 feet. It was designed by K.R. Billner under the supervision of S.C. Lancaster and built by the Pacific Bridge Company of Portland. The falls is downstream or north of the bridge. (34, HAER Inventory)

M	Wahkeena Falls/Creek Bridge, No. 4533, owned by OTC	1914	31.6	19.17 (Crown Point Highway)

This small structure is a 14-foot reinforced concrete slab bridge. It was designed by K.R. Billner under the supervision of S.C. Lancaster and built by the Pacific Bridge Company of Portland. Wahkeena Creek was known as Gordon Creek until 1915 when the name was changed. (34, HAER Inventory)

N	Wahkeena Falls Recreation Site Mount Hood National Forest	1915 (Created)	31.6	19.17 (Crown Point Highway)

This recreation site, now part of Mount Hood National Forest, began as a private donation from Simon Benson. Along with the area around Multnomah Falls, Benson purchased a 400-acre tract (containing Wahkeena Falls) and deeded the land over to the city of Portland in 1915. The Benson donation later became part of the national forest and Benson State Park. The historic district contains a 25.3-acre parcel south of the Wahkeena Falls Bridge on the Columbia River Highway. The parcel includes Wahkeena Falls and the pedestrian footbridge below the falls. Wahkeena Falls has a vertical drop of 242 feet. (12:162; 16:124; 44)

O	Wahkeena Falls Footbridge, owned by Mount Hood National Forest	1914	31.6	19.17 (Crown Point Highway)

The pedestrian footbridge is located at the base of Wahkeena Falls on the Larch Mountain Trail. The bridge is 46 feet long and 8 feet wide. The small concrete bridge contains a semi-circular barrel arch with an opening of 14 feet. The bridge is covered with rubble masonry. The bridge was donated by Simon Benson, who gave the falls area to the city of Portland. The designer of the bridge was probably K.R. Billner, who designed the footbridge at Multnomah Falls. (34, HAER Inventory)

APPENDIX C (Cont.)

P	West Multnomah Falls Viaduct, No. 840, owned by OTC	1914	31.9	19.50 (Crown Point Highway)

This viaduct is 400 feet long and contains twenty 20-foot slab spans. Lancaster decided to "bridge" a steep unstable slope which extended down to the railroad right-of-way, rather than to excavate or fill. Either cutting or filling may have caused the mountain slope, for hundreds of feet above, to slide. The viaduct was designed by K.R. Billner under the supervision of S.C. Lancaster and built by the Pacific Bridge Company of Portland. (34, HAER Inventory)

Q	Multnomah Falls/Creek Bridge, No. 4534, owned by OTC	1914	32.1	19.72 (Crown Point Highway)

This small reinforced concrete deck arch is 67 feet in length. The barrel arch has solid spandrel walls and is 40 feet in length. The bridge was designed by K.R. Billner, under the supervision of S.C. Lancaster and constructed by the Pacific Bridge Company of Portland. (34, HAER Inventory)

R	Multnomah Falls Lodge, owned by Mount Hood National Forest	1925	32.1	19.72 (Crown Point Highway)

The lodge was built by the city of Portland to capitalize on the booming tourist trade through the Columbia River Gorge. (On June 5, 1916, part of the dedication ceremonies of the Columbia River Highway was held at Multnomah Falls on the site where the lodge would be built.) The stone lodge, in the Cascadia or National Park style, was designed by Portland architect, A.E. Doyle, and was built by the Waale-Shattuek Company for $40,000. The lodge and 1.1 miles of the Larch Mountain Trail (including the Benson Footbridge) are listed in the National Register of Historic Places. The listed area contains 13.7 acres. (44)

APPENDIX C (Cont.)

S	Benson Footbridge/Multnomah Falls Footbridge, owned by Mount Hood National Forest	1914	32.1	19.72 (Crown Point Highway)

This reinforced concrete deck arch is located at Multnomah Falls, below the upper falls (542-foot drop) and above the lower falls (69-foot drop). The benefactor of the bridge was Simon Benson. According to historic accounts, Simon Benson remarked to S.C. Lancaster, "Wouldn't it be nice if there were a footbridge across the lower waterfall, with a path up to it?...what would it cost? Lancaster calculated on an envelope the cost and indicated it to Benson, at which point Benson wrote out a check for the amount and directed, "Then go ahead and build it!" (2:265)

The total length of the bridge is 52 feet. The deck rib arch spans 45 feet. The width is seven feet. The bridge was erected as one of the first continuous pour concrete bridges in the United States. The process took between 24-36 hours to complete. The bridge was designed by K.R. Billner under the supervision of S.C. Lancaster and was built by the Pacific Bridge Company of Portland. The bridge is listed in the National Register as part of the Multnomah Falls Lodge nomination (34, HAER Inventory; 44)

T	East Multnomah Falls Viaduct, No. 841, owned by OTC	1914	32.3	20.03-.12 (Crown Point Highway)

This reinforced concrete slab viaduct is 860 feet in length and is the longest remaining viaduct on the highway. The viaduct consists of 86 10-foot slabs supported on 16-inch square piers. It is very similar in design to the West Multnomah Falls Viaduct. It was designed by K.R. Billner under the supervision of Samuel C. Lancaster and constructed by the Pacific Bridge Company of Portland (34, HAER Inventory)

APPENDIX C (Cont.)

U	Oneonta Creek/Gorge Bridge, No. 4542, owned by OTC	1914	34.3	21.93 (Crown Point Highway)

The reinforced concrete girder bridge was designed by K.R. Billner under the supervision of Samuel C. Lancaster and constructed by the Pacific Bridge Company of Portland. It is 80 feet in length. A stairwell is located at the west end for access to the creek and trail. As constructed, the highway at the bridge passed into the Oneonta Tunnel. The tunnel was permanently closed in the late 1940's and a new bridge parallel to this bridge was built. The bridge now serves parking and pedestrian uses. (34, HAER Inventory)

V	Oneonta Creek/Gorge Bridge, No. 7108A, owned by OTC	1948	34.3	21.93 (Crown Point Highway)

This reinforced concrete slab span is 80 feet in length, 21.4 feet wide, and consists of four 20-foot slab spans. This bridge was constructed to replace the 1914 bridge when Oneonta Tunnel was closed. The highway alignment was changed to skirt the tunnel, which also necessitated a realignment of the railroad tracks to the north. The bridge was designed by the State Highway Bridge Engineer, G.S. Paxson. (45)

W	Oneonta Tunnel, owned by OTC	1914	34.3	21.93 (Crown Point Highway)

The Oneonta Tunnel is 125 feet from portal to portal. Because of the natural conditions, only 18 feet of rock was left to support the side of the mountain (205 feet) next to the railroad. In order to prevent thousands of tons of rock cascading down onto the adjacent railroad tracks when the blasting began, it was necessary to go to considerable extra work to strengthen the cliff before digging into the tunnel. The weaker sections were plugged with concrete before the blasting started, one of Lancaster's many innovations. Because of the continuous falling of rock from inside and outside the tunnel, the route was changed and the tunnel abandoned in the late 1940s. It is now filled with rubble. (3:42; 20:1; 14:65-66)

X	Horsetail Falls/Creek Bridge, No. 4543, owned by OTC	1914	34.6	22.21 (Crown Point Highway)

This structure is a reinforced concrete girder span, 80 feet in length. It consists of three 20-foot slabs. This span is very similar to the 1914 Oneonta Gorge Bridge. The bridge was designed by K.R. Billner, under the supervision of S.C. Lancaster, and was built by the Pacific Bridge Company of Portland. South of the bridge is Horsetail Falls (221 feet), visible from the bridge. (34, HAER Inventory)

APPENDIX C (Cont.)

SECTION II -- Dodson, Multnomah County, Through Hood River County to Mosier, Wasco County

Y	Moffett Creek Bridge, No. 2194, owned by OTC	1915	39.8	38.98 (Interstate 84)

The reinforced concrete deck arch bridge is 205 feet in length. The width is 26 feet, including two 3-foot sidewalks and an 18-foot roadway. The low rise arch span, a three-hinge arch, has a clear span of 170 feet and rises only 17 feet in that distance. The hinges were of massive cast iron with 4½ inch steel pins. It was designed to carry a line load up to 200,000 pounds, distributed uniformly over half the span. The bridge was designed by L.W. Metzger, under the direction of C.H. Purcell, the first State Bridge Engineer, with guidance from S.C. Lancaster. The structure was known as an engineering feat. When it was constructed in 1915, it was the longest three-hinge, flat arch bridge in the United States.

The bridge was bypassed in the late 1940s-early 1950s. Its replacement bridge (Bridge No. 2194A) was built in 1950 and is the westbound structure on Interstate 84. (34, HAER Inventory; 3:42)

Z	Tanner Creek Bridge, No. 2062, owned by the Oregon Fish and Wildlife Commission	1915	41.1	40.14 (Interstate 84)

The reinforced concrete deck girder bridge is 60 feet in length. The outside girders are elliptical shaped. The width is 23 feet with a 20-foot roadway. Part of the railing is missing. This bridge was bypassed in the late 1940s or early 1950s. It was designed under the direction of C.H. Purcell, the first State Bridge Engineer, with guidance from S.C. Lancaster. (34, HAER Inventory)

AA	Toothrock and Eagle Creek Viaducts, owned by OTC	1914	42.2	41.25 (Interstate 84)

Located above the Toothrock Tunnel, these reinforced concrete deck girder viaducts curve around the mountain, are 23 feet wide with a 20-foot roadway, and are about 224 feet long in total length. The viaducts were designed under the direction of C.H. Purcell, State Bridge Engineer, with guidance from S.C. Lancaster. The viaducts were abandoned when the Toothrock Tunnel was completed in 1936. (34, HAER Inventory)

APPENDIX C (Cont.)

BB	Toothrock Tunnel, No. 4555, owned by OTC	1936	42.2	41.25 (Interstate 84)

The survey for this replacement alignment of the old Columbia River Highway was made in 1933 and 1934. The Toothrock Tunnel is concrete-lined, 837 feet long, with two four-foot sidewalks. The width is 23 feet, and the vertical clearance is 16 feet. The tunnel was built in conjunction with changes created by the Bonneville Dam, completed in 1937 by the U.S. Army Corps of Engineers. The tunnel was designed and constructed by the Bureau of Public Roads (now Federal Highway Administration). (45; 19:2; 32)

CC	Eagle Creek Bridge, owned by OTC	1915	42.7	41.55 (Interstate 84)

The reinforced concrete deck arch is 100 feet in length. The semi-circular arch has three rib arches and is 60 feet in length. At the ends of the arch are 20-foot concrete slab spans. The bridge is faced with native stone. A pedestrian overlook is at the west end. The bridge was designed by K.R. Billner, under the supervision of S.C. Lancaster. The bridge serves as an eastbound exit from Interstate 84. (34, HAER Inventory)

DD	Eagle Creek Campground and Picnic Area, owned by Mount Hood National Forest	1915/1936	42.7	41.55 (Interstate 84)

The Eagle Creek Campground (1915) is considered the first Forest Service campground in the United States. Mount Hood National Forest was established in 1908 by combining the Bull Run Reserve (1892) and the northern portion of the Cascade Reserve (1893). The forest was called the Oregon National Forest until 1924.

In 1915, twenty-two miles along the Oregon side of the Columbia River Gorge were designated as the Columbia Gorge Park. This action was taken to protect and preserve the lands opened up by the development of the Columbia River Highway. It was the first time that the Forest Service dedicated an extended area of land to purely recreational use. To accommodate the visitors, the Forest Service developed the first "modern" public campground at Eagle Creek. At the same time, a 13.5-mile scenic trail along Eagle Creek was constructed. The campground was expanded and a picnic area developed in 1936-37 with the assistance of the Civilian Conservation Corps. The facility contains stone walls, fireplaces, and restrooms and shelters in the "rustic style" of the CCC period. The campground has 18 tent sites and 5 trailer sites around a loop road. The picnic area has approximately 70 picnic tables. A unique feature of the recreation site is the 175-foot long pedestrian suspension bridge across Eagle Creek. The campground and picnic area is located south of the old Columbia River Highway route.

APPENDIX C (Cont.)

EE	Eagle Creek Overlook Picnic Area, owned by Mount Hood National Forest	1937	42.7	41.55 (Interstate 84)

The overlook park is located on a bluff north of the Eagle Creek Campground and Picnic Area, between the Bonneville Dam Pool and the westbound lanes of Interstate 84. The facility was developed in 1937 by the Civilian Conservation Corps to handle the increased number of sightseers who were attracted to the Eagle Creek Recreation Area or wished to view the construction of Bonneville Dam (1933-37), the first federal dam on the Columbia River. The park contains two parking lots, approximately 40 picnic tables, and 17 fireplaces. A stone retaining wall runs along the north perimeter of the park, and a "rustic system" community kitchen and restroom building overlooks the river. The overlook park contains a short extant portion of the old Columbia River Highway. The site can be reserved for group picnics. The overlook and campground have a total area of about 48 acres.

FF	Ruckel Creek Bridge, owned by Mount Hood National Forest	1917	43.6	42.22 (Interstate 84)

The small concrete slab span bridge is 10 feet in length, with concrete abutments faced with stone. It was designed and constructed under the auspices of the State Highway Division. L.W. Metzger was the designing engineer for the state. The bridge is part of a Forest Service trail, accessible from the Eagle Creek Campground.

GG	Gorton Creek Bridge, owned by Hood River County	1918	52.7	50.80 (Interstate 84)

The reinforced concrete slab structure is 50 feet in length and consists of three slab spans--two 15-foot spans and a 20-foot span. It was designed and constructed by the State Highway Division, L.W. Metzger, designing engineer. The bridge is on a county road. (34, HAER Inventory)

HH	Original Mile Post Marker 58, owned by OTC	Ca. 1918	58.0	55.83 (Interstate 84)

The mile post marker is the only remaining marker on the Columbia River Highway within the historic district. Originally, these markers were placed at one-mile intervals along the entire highway. The marker is of reinforced concrete and triangular in shape. The numbers "58" are recessed into the concrete, are vertically placed, and appear on two sides of the triangular post. Designer unknown, probably Oregon State Highway Division.

APPENDIX C (Cont.)

II	Ruthton Point Viaduct, No. 273, owned by OTC	1918	62.9	60.00 (Approx.) (Interstate 84)

This reinforced concrete curving viaduct is 50 feet in length, including one 10-foot span and two 20-foot spans. It was designed and constructed by the State Highway Division. L.W. Metzger was the designing engineer. (46; 26:133)

JJ	Hood River Loops on the Columbia River Highway, owned by Hood River County	Ca. 1919	66.9 (Approx.)	64.15 (Approx.) (Interstate 84)

The Hood River Loops are located east of Hood River and consist of a series of curves winding from riverside to the top of the bluff. These loops, along with the Figure Eight Loops in Multnomah County and the Rowena Loops in Wasco County, were required to traverse steep areas at manageable road grades. This section was surveyed and located by J.A. Elliott, State Highway Division, in 1915. The roadway was graded and macadamized in 1919-20.

KK	Rock Slide Viaduct, No. 504 owned by Hood River County	1920	69.9	66.00 (Approx.) (Interstate 84)

This reinforced concrete viaduct is 34 feet in length and is supported by concrete columns in rock. It was designed and constructed by the State Highway Division. C.B. McCullough was the State Bridge Engineer.

LL	Mosier Twin Tunnels, No. 653, owned by OTC and private parties	1921	72.0	68.00 (Approx.) (Interstate 84)

The twin tunnels' combined length is 350 feet. The tunnels were constructed by A.D. Kern of Portland. The contract was let on January 7, 1919, and the work completed on April 4, 1921. The tunnels were lined with timber for support, and that operation was conducted by Jas. F. Clarkson and company. In addition, all four portals were protected by a finish of stone masonry. There was an observation gallery between the tunnels. The tunnels are closed and were filled in the early 1960s. The tunnels were designed and constructed by the State Highway Division. C.B. McCullough was the State Bridge Engineer at that time. (32; 39-510; 30:8; 46; 38:388)

MM	Rock Creek Bridge, No. 203, owned by Wasco County	1918	73.2	69.62 (Interstate 84)

This reinforced concrete slab span bridge is 45 feet in length, with two 22-foot spans. The bridge was designed and constructed by the State Highway Division. L.W. Metzger was the designing engineer. (37:57)

APPENDIX C (Cont.)

SECTION III--Mosier to Chenoweth Creek at The Dalles City Limits, Wasco County

NN	Mosier Creek Bridge, No 498, owned by OTC	1920	73.7 (Mosier-The Dalles Highway)	0.64

This reinforced concrete deck arch structure is 182 feet long, consisting of a 110-foot rib arch and concrete slab approaches. It was designed by the State Highway Division. C.B. McCullough was the State Bridge Engineer. Lindstrom and Feigenson, Contractors, were the builders. (34, HAER Inventory)

OO	Memaloose Overlook, owned by OTC	Ca. 1920	76.3 (Mosier-The Dalles Highway)	3.28

This scenic overlook is on the north side of the highway and contains a masonry wall and gravel overlook area. The overlook commands a view of Memaloose Island in the Columbia River, a Native American burial ground. This sacred burial area was partially inundated when the Bonneville Dam was completed in the late 1930s, impounding water upstream.

PP	Hog Creek Canyon (Rowena Dell) Bridge, No. 523, owned by OTC	1920	79.0 (Mosier-The Dalles Highway)	4.97

This small bridge is a 20-foot long reinforced concrete multi-beam span. It was designed and constructed by the State Highway Division. C.B. McCullough was the State Bridge Engineer.

QQ	Dry Canyon Creek Bridge, No. 524, owned by OTC	1921	79.7 (Mosier-The Dalles Highway)	6.64

The reinforced concrete deck arch structure is 101 feet long, with a 75-foot rib arch and 13-foot concrete slab spans at each end. It was built by state forces and directly supervised by Christ Fauerso, Resident Bridge Engineer. C.B. McCullough was the State Bridge Engineer. (34, HAER Inventory)

RR	Rowena Crest Overlook, Mayer State Park, owned by OTC	Ca. 1924	79.8 (Mosier-The Dalles Highway)	6.75

Mayer State Park was created in 1924 when Mark A. Mayer gave 260 acres to the state for park purposes. The park contains 615.29 acres, land both on top of the crest and near the river. The overlook is at an elevation of 747 feet and provides a view of the Columbia River Gorge eastward. The historic district contains a 5-acre tract within the state park at the overlook. (34:158-9; 32)

APPENDIX C (Cont.)

SS	Rowena Loops on the Columbia River Highway, owned by OTC	1921	80.0-82.0 (Approx.)	6.95 - 9.00 (Approx.) (Mosier-The Dalles Highway)

The Rowena Loops were designed to keep the grade of descent from the high bluffs on Rowena Crest down to the river level at a manageable five percent. The highway winds and circles down through a figure eight and a series of curves to Rowena Canyon and Rowena. This section of the highway was surveyed in 1919 by J.H. Scott, Locating Engineer, State Highway Division. (32; 38:396)

TT	Abandoned Railroad Grade, Columbia River Highway, owned by OTC	1919 (Survey)	82.5 - 88.0 (Approx.)	9.40 - 14.99 (Approx.) (Mosier-The Dalles Highway)

Between Rowena and The Dalles, the alignment of the Columbia River Highway follows the abandoned railroad grade of the Oregon Railroad and Navigation Company for about 5½ miles. The use of the railroad grade reduced the cost of construction and offered a very suitable roadbed, with superior grade and alignment. The railroad built the roadbed in 1882 and abandoned it when the railroad moved to a new location in 1898-1901. The location of this portion of the highway was made by U.R. Grey, Locating Engineer, State Highway Division, in 1919. (38:396)

UU	Chenoweth Creek Bridge, No. 506, owned by OTC	1920	88.0	14.99 (Mosier-The Dalles Highway)

This reinforced concrete bridge is 60 feet long and consist of three 20-foot multi-beam spans. The bridge was designed and constructed by the State Highway Division. C.B. McCullough was the State Bridge Engineer. Construction of the bridge was awarded to A.D. Kern of Portland. The bridge is near The Dalles city limits and is the eastern terminus of the historic district. (45; 38:391)

APPENDIX D

MAJOR ENGINEERING STRUCTURES DESTROYED

Original Mile Post	Structure	Year Built	Description
SECTION I--Sandy River at Troutdale to Dodson, Multnomah County			
(No major structures destroyed)			
SECTION II--Dodson, Multnomah County, Through Hood River County, to Mosier, Wasco County			
38.62	McCord Creek Bridge, Multnomah County	1915	Reinforced concrete deck girder bridge, 365 feet in length, consisting of ten spans--5-54', 4-18', and one-23'. Destroyed about 1950. (45; 46)
47.68	Herman Creek Bridge, Hood River County	1918	Reinforced concrete deck girder bridge, 100 feet in length, consisting of three spans--2-30' and one-40'. Destroyed in 1979. (46)
55.75	Lindsey Creek Bridge, Hood River County	1916	Reinforced concrete slab span, 18 feet in length. Destroyed about 1950. (46)
56.50	Warren Creek Bridge, Hood River County	1916	Reinforced concrete slab span, with 60 degree skew, 18 feet in length. Destroyed about 1950. (46)
58.77	Viento Creek Bridge, Hood River County	1917-1918	Reinforced concrete slab span, 18 feet in length. Destroyed about 1950. (46)
60 (approx.)	Mitchell Point Tunnel and Approach Viaduct, Hood River County	1915	The tunnel was 390 feet long, with a vertical roadway clearance of 19 feet. The wall on the river side (north side) had a minimum thickness of 6 feet. Five windows were cut in the side of the tunnel wall to afford light and ventilation. The arched windows were 20 feet by 30 feet. The tunnel had a 208-foot reinforced concrete approach viaduct.

APPENDIX D (Cont.)

The tunnel was inspired by S.C. Lancaster, but was located, designed and constructed by J.A. Elliot, Locating Engineer, State Highway Division. The contractor for the tunnel was the Standifer-Clarkson Company with Charles Nelson and Company, sub-contractors.

The tunnel was one of the marvels of engineering on the highway and was patterned after the famous Axenstrasse Tunnel in Switzerland, which had three windows. The tunnel was closed in the early 1950s and destroyed in the 1960s when the interstate was constructed. (16:119; 33:6-7; 3:45-46; 15:118)

64.34	Phelps Creek Bridge Hood River County	1919	Reinforced concrete slab span, 12 feet in length. Destruction date unknown. (46)
66.80	Hood River Bridge, Hood River County	1918	Three-span reinforced concrete deck arch 404 feet in length, consisting of three parabolic shaped 95-foot rib arches and four reinforced concrete slab approach spans on the west end. This was the longest and most costly bridge built on the Columbia River Highway. The bridge was built under contract by Parker and Banfield and cost $49,301. The bridge was determined inadequate for present and future highway needs. In the late 1970s replacement plans were prepared. Demolition of the bridge occurred in August 1982, when the new replacement structure was opened for traffic. (34, HAER Inventory)

APPENDIX D (Cont.)

SECTION III--Mosier to Chenoweth Creek at The Dalles City Limits, Wasco County

(No major structures destroyed)

SUMMARY OF DESTROYED MAJOR STRUCTURES:

Bridges	7
Tunnels	1
TOTAL	8

8. Significance

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	x landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	x conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	x architecture	___ education	___ military	___ social/ humanitarian
___ 1700–1799	___ art	x engineering	___ music	___ theater
___ 1800–1899	x commerce	___ exploration/settlement	___ philosophy	x transportation
x 1900–	___ communications	___ industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates 1913-1922 **Builder/Architect** Oregon State Highway Department, Samuel C. Lancaster, and Others

Statement of Significance (in one paragraph)

Significance Summary Paragraph

Built over a ten-year period (1913-22) at the dawn of the automobile age, the Columbia River Highway was a technical and civic achievement of its time, a successful mix of sensitivity to the magnificent Columbia River Gorge landscape and ambitious engineering. Its engineering standards and technical responses to the Gorge's geographical obstacles were praised by famous persons at the time, calling the highway the world's finest scenic drive, a poem in stone and the king of roads. The highway is nationally significant because it represents an early application of cliff-face road building applied to automobile highway construction. In the Pacific Northwest, there are no other scenic roadways which compare to the Columbia River Highway in engineering design, quality, length, age, associated features, natural setting, or historic recreational use. When the Multnomah County portion was first paved in 1916, it was the first major paved highway in the Northwest. The highway was championed by some of the most significant personages in Oregon history, including Samuel Hill, Simon Benson, John B. Yeon, Julius Meier and Rufus Holman. The masterful engineer of the highway was Samuel C. Lancaster (1864-1941), already established as a respected highway engineer when modern highway engineering was at the pioneer state. Influenced by historic road building in Europe, Lancaster emulated those styles in the Columbia River Gorge, while also designing and constructing a highway to advanced engineering standards. His reverence for the natural environment contributed to an engineering achievement sympathetic to the landscape. As the highway was completed eastwardly from Multnomah County, the newly-formed State Highway Department continued the work in the spirit of Lancaster, even after his direct participation ceased. The early development of the highway contributed to the creation of the Oregon State Highway Commission (1913). The Columbia River Highway was a primary component of the initial state highway system adopted in 1914. The highway opened up the Gorge for tourism and recreation and spurred both private and public recreational developments and associated activities along its route. The highway also served to improve regional communication and travel between the Willamette Valley and the inland areas of eastern Oregon and Washington.

See Continuation Sheets, Item 8

9. Major Bibliographical References

See Continuation Sheets, Item 9

10. Geographical Data

Acreage of nominated property 529 acres

Quadrangle name See Continuation Sheets, Item 10 **Quadrangle scale** _____

UTM References

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

See Continuation Sheets, Item 10

List all states and counties for properties overlapping state or county boundaries

state	(1) Oregon	code	41	county	Multnomah	code	051
	(2) Oregon		41		Hood River		027
state	(3) Oregon	code	41	county	Wasco	code	065

11. Form Prepared By

name/title Dwight A. Smith, Cultural Resources Specialist

organization Oregon State Highway Division, ODOT **date** October 3, 1983

street & number 412 Transportation Building **telephone** 503-378-8511

city or town Salem **state** Oregon 97310

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

_X_ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature _____

title State Historic Preservation Officer **date** October 20, 1983

For NPS use only

I hereby certify that this property is included in the National Register

_____ **date** 12/12/83

Keeper of the National Register

Attest: **date**

Chief of Registration

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

SIGNIFICANCE

> "The Columbia River Highway was so carefully integrated with the landscape that it bacame a work of art in itself. Climbing the cliffs and skirting the river's edge, the highway set engineering standards on its time and for almost fifty years it brought the motoring public into a close association with the beauty and drama of the Columbia River Gorge." (66:5)

The Columbia River Highway is a unique expression of its time and place, a scenic highway with a practical purpose. The highway was designed with a strong sense of place for the landscape of the Columbia Gorge. In the Pacific Northwest, there are no other scenic highways which compare to the Columbia River Highway in design, engineering, length, age, associated structures, natural setting, or historic recreation use. (9) Most notably in the Columbia River Gorge, the highway included a series of concrete bridges and viaducts, tunnels, rock parapets, overhanging rock bluffs, pedestrian overlooks, and other engineering features which were acclaimed for engineering distinction as well as scenic qualities. Samuel C. Lancaster was the master engineer of the Columbia River Highway in Multnomah County and at Mitchell Point in Hood River County. His creativity in design and engineering would be emulated as the highway was completed in other areas. He called the highway "one of the world's great thoroughfares." (14:56)

The highway is significant nationally because it represents an early application of cliff-face road-building applied to automobile highway construction. Like the railroads which negotiated high mountain passes, the Columbia River Highway was laid out in numerous hair-pin turns, where necessary, to maintain a reasonable gradient.

The Columbia River Highway is significant to Oregon as a primary component of the initial state highway system adopted in 1914. The importance which development of the early highway system held for Oregon's economy cannot be over-emphasized. The Columbia River Highway had its beginning in several local projects commenced prior to the creation of the State Highway Commission in June 1913. The highway's coordinated design and construction took place over a period of ten years (1913-1922). Upon its completion in 1922, the Columbia River Highway was paved from Astoria to The Dalles, a distance of 200 miles. Unpaved sections extended to Umatilla and Pendleton, creating a 340 mile highway across Oregon's northern boundary. The Oregon Highway Commission's Fourth Biennial Report (1921) called the highway "probably the most difficult and costly priced highway construction undertaken in America." (38:36) The total cost was estimated at about $11,000,000.

SIGNIFICANCE (Cont.)

Convenient, safe, and fast automobile travel over long distances had arrived in Oregon. No longer did the railroads and steamships have a monopoly on travel. An age of convenient automobile travel, now assumed in the late 20th century life, was beginning, and the Columbia River Highway, for its total length, and the Columbia River Gorge portion in particular, were vital parts of that early development in the Pacific Northwest.

Developments Prior to the Highway

The Columbia River Gorge through the Cascade Range had always been an important avenue of east-west travel and trade in the Pacific Northwest. The bottom of the Gorge is near sea level and generally permitted passage during the winter months, unlike the higher passages through the Cascades.

The earliest Oregon-bound pioneers passed through the Gorge on bateaux and crude log rafts. Alternate routes through the Cascades were less dangerous, but impassable because of snow during much of the year. In the 1850s and later decades, pioneers constructed several portage railroads around rapids, and the State of Oregon built a primitive military wagon road from the Sandy River to The Dalles in 1872-76. This narrow, crooked road had extremely steep grades, and much of its was destroyed in 1882-83 when the railroad was built through the Gorge. (3:30; 32) These transportation routes were primarily supplements to steam navigation on the Columbia, and no reliable route existed until the Oregon Railway and Navigation Company completed the first continuous railroad through the Gorge in 1882. (1:107-8)

From the turn of the century, railroads paralleled the Columbia River from Portland to the cities of Hood River, Oregon and White Salmon, Washington. Some of America's most magnificent scenery could be glimpsed from passenger trains on both railroads, but it was a case of one quick look, with no means of lingering. (2:255)

In the early 1900s, roads in most parts of rural Oregon were at best dilapidated wagon paths. Driving these poor roads was inconvenient and dangerous, particularly in the Northwest climate. Generally speaking, road conditions in Oregon were primitive in 1913. Outside of the larger towns and cities, there were only a few miles of roads with width, alignment, and surface sufficiently adequate to warrant their use by automobiles--and then only during the dry summer months and at low speeds. (1:108) Paved roads ran barely twenty-five miles in any direction even from Portland. The railroad was still the most efficient way to travel any great distance. (26:17) As the population of automobiles increased, a movement to build good roads also arose. (By 1915, there were already 12,000 automobiles in Oregon.) (4)

SIGNIFICANCE (Cont.)

In Portland, agitation for a new road through the Columbia Gorge to Hood River began in 1909 when a Good Roads enthusiast, Lewis Russell, had a preliminary survey made at his own expense. It provided for a roadway 16 feet wide, with grades as steep as 17 percent, and an estimated cost of $42,000. The county issued a favorable report in May 1910, which was followed by another survey done by the county surveyor. This later survey specified a 20-foot wide roadway, grades not to exceed 9 percent, and an estimated cost of $150,000.

In the spring of 1911, a Multnomah County work force constructed several miles of narrow, steep and crooked road, but soon difficulties were encountered with the railroad over right-of-way through the Gorge. Although the two parties eventually reached an amicable agreement, work on the road ceased. With the exception of a few Good Roads enthusiasts, there was still little public interest in a Columbia River Highway. (1:108-9)

In 1912, Simon Benson, a devoted and generous friend of the Columbia River Highway, contributed $10,000 to Governor Oswald West to construct a new road across the base of Shellrock Mountain in Hood River County. This mountain consisted of unstable "shell-like" rock which posed a major barrier to the building of a highway through the Gorge. Governor West delegated a group of honor prisoners from the state prison to construct a passable road in this area. Although successful at the time, the short highway section did not hold up and soon deteriorated. (1:109, 14:57, 33:5)

Highway Planning

The Columbia River Highway became a reality primarily because of the deep concern, enthusiasm and promotional flair of a man from Washington State, Samuel C. Hill. He might be rightly called "the Father of the Columbia River Highway."

Hill was a wealthy Northern Pacific Railroad attorney, tycoon, and also the son-in-law of the illustrious Jim Hill of the Great Northern and Northern Pacific systems. He had been battling for state highway construction in the State of Washington. An avid Good Roads advocate, Hill was chairman of the Washington Highway Advisory Board, president of the Washington Good Roads Association and also president of the American Roadbuilders Association. (1:109; 3:8) He had put his own money into the construction of the scenic loop roads at Maryhill, his "castle" overlooking the Columbia River in Klickitat County, Washington. In addition, he partially financed the road to The Dalles from Goldendale, Washington, and established a ferry across the Columbia to Biggs. Hill was voted money by the Washington legislature to build a highway along the north bank of the Columbia River. When the construction costs of the north bank highway reached $30,000 a mile, Washingtonians developed cold feet and failed to vote more money. Sam Hill then turned to Oregon, with the idea of developing a scenic highway on the south side. (23:21-24)

SIGNIFICANCE (Cont.)

Hill felt strongly that it was a pity that the beauties and recreational opportunities of the Gorge were almost inaccessible to tourists and vacationers. He was impressed with the idea that good motor highways paralleling the railroad up the Columbia River would open up these possibilities--and, of course, prove an irresistible magnet which would draw more people to the Pacific Northwest, and more traffic for the railroads. (2:255, 259)

Aware of the engineering difficulty of constructing a modern scenic roadway in the Gorge, Hill invited Samuel C. Lancaster to the Northwest in 1906. Lancaster was already a noted civil engineer with broad experience in railroad and highway construction. To acquaint Lancaster with the world's noted highways, Hill took him to Europe in 1908 to attend the First International Road Congress. They visited Germany, Italy and Switzerland for the expressed purpose of studying the old and new highways and structures. (This trip would provide the background and inspiration later when Lancaster designed and built the Columbia River Highway.) (2:259)

Sam Hill was able to influence Oregon's Good Roads enthusiasts, civic leaders, and the state's political leaders that the Columbia River Highway was possible and achievable. This arduous campaign of promotion of the prospect involved endless meetings for the purpose of "selling them the practicability and desirability of a Columbia River Highway." (2:259) Hill enlisted the aid and cooperation of the press and businessmen's clubs.

> "His (Hill's) fellow promoters likewise appreciated scenery; it could, after all, attract tourist dollars to Oregon. 'Talk about Switzerland,' said Hill, 'there are 30 Switzerlands in Oregon.' He was fond of comparing the Pacific Northwest with other scenic regions of the world, and he did so with some authority, having traveled very extensively. Hill was inclined to view scenery as a 'marketable asset' which could and should be developed and merchandised to tourists through a system of good roads. 'We will cash in, year after year, on our crop of scenic beauty, without depleting it in any way.' Other city and state boosters, especially those engaged in business enterprises which would profit from a tourist influx, echoed these sentiments to a remarkable degree." (1:114)

SIGNIFICANCE (Cont.)

Joining Sam Hill and Sam Lancaster in promoting and boosting the project were many public-spirited citizens. Many of these figures made large contributions to Oregon's history in other ways. Julius Meier, later governor, was president of the Columbia Highway Association and made generous contributions of time and money to secure construction of the highway. Henry L. Pittock and C.S. Jackson, owners and publishers of the Oregonian and Oregon Journal, respectively, supported the project financially and editorially. Rufus Holman, later U.S. Senator, became a Good Roads supporter and chairman of the Multnomah County Commission. W.W. Cotton, C.S. Jackson and W.B. Fetchheimer, along with Hill and Simon Benson, constituted an advisory board which supported the Multnomah County Commission. John B. Yeon, Amos Benson and Herbert Nunn also played a role in the planning of the highway, as well as the actual construction.

At the top of the list of supporters and benefactors of the Columbia Highway would be Simon Benson, wealthy lumberman, hotel owner, and civic leader. If Hill was "the Father of the Columbia River Highway," then Benson was the "Chief Benefactor and Friend of the Highway." The largesse of Simon Benson (a $10,000 gift) allowed the construction of a new road around the base of Shellrock Mountain in 1912. The work proved a failure, but the effort galvanized official and professional forces behind the construction of the highway. (14:57) Benson later had one mile of the Columbia River Highway in Hood River County near the Multnomah County line built at his own expense. When the highway was improved through Hood River County to the city of Hood River in 1914, he underwrote a $75,000 county bond measure for the highway construction and personally paid the amount in excess of the construction costs.

One of his greatest legacies to the citizens of Oregon was his purchase of Multnomah Falls and Wahkeena Falls, which he immediately deeded over to the public for recreation purposes. (16:124) He also constructed the Columbia Gorge Hotel (1921) at Hood River, one of the major private accommodations erected to serve the Columbia River Highway users. Without his continued interest and encouragement, the highway may not have been completed. When the State Highway Commission was reorganized in 1917, Simon Benson was appointed the first chairman of the Commission.

Creation of the Oregon State Highway Commission

Concurrent with the planning and promotion of the Columbia River Highway was the formation of the Oregon State Highway Commission. It was recognized by Oregon's civic and political leaders that if Oregon were to develop, an integrated and coordinated state highway system was necessary. All the counties needed to work in unison, to one standard. The county road system in effect hindered development beyond the county lines. (21:1) Although the idea of a State Highway Commission had developed earlier, in February 1913 Sam Hill had as his guests (via a special train to his Maryhill estate) the members of the Oregon Legislature. (2:249; 251; 3:22) The members of the legislature inspected several miles of hard-surfaced roads at Hill's own expense near his estate and also sat through an illustrated lecture on the subject of road building.

SIGNIFICANCE (Cont.)

As an outgrowth of the Maryhill meeting, the legislature enacted a law on February 28, 1913, creating the Oregon State Highway Commission. The first commission consisted of the governor, secretary of state and state treasurer, who supervised the activities of the appointed highway engineer and his department.

The initial budget for the entire department was $10,000, which was set aside for office expenses. The legislature in 1913 specified that the state highway engineer was to make a general state highway plan of the state. Within one year from the effective date of the law, a map of the main highways was to be prepared. Those highways of sufficient importance were to be designated as trunk or state roads, improved and maintained at the cost of the state. In 1914, the Columbia River Highway was designated a state highway. (25:22-23)

Major Henry L. Bowlby was appointed the first State Highway Engineer; Samuel Lancaster, Assistant State Highway Engineer; and Charles H. Purcell, State Bridge Engineer. All of these men had been recommended by Sam Hill. Major Bowlby, West Pointer and engineer, had also accompanied Sam Hill and Lancaster to Europe in 1908. Charles H. Purcell was to be an influence in the design of the bridges on the Columbia River Highway, particularly in Multnomah County and Hood River, as supervisor of H.K. Billner, the actual designer.* (Purcell later became the State Highway Engineer for the State of California and is accredited with the design and construction of the San Francisco-Oakland Bay Suspension Bridge.)

On August 27, 1913, the Multnomah County Commissioners met with the advisory board and local backers of the Columbia River Highway at Chanticleer Inn, at the western entrance to the Gorge. After outlining the many benefits that would accrue from the proposed highway, the advisory board recommended that the county "secure the services of an expert engineer and road builder," having in mind Samuel C. Lancaster, who was present as Sam Hill's guest. (1:110) Julius Meier reflected the general sentiment of those gathered there when he insisted that the importance of the highway and the magnitude of the work justified the employment of expert advice. "Lancaster's supervision of the project," he said, "would be the best safeguard toward securing the best construction at minimum cost." (1:11) Lancaster was appointed on August 28, 1913.

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*The historic role which Purcell played in the designing of the Columbia River Highway bridges has not been clearly defined. His assistants, H.K. Billner and L.W. Metzger, signed the bridge plans, along with S.C. Lancaster, and are usually credited with the bridge designs. Purcell's name is conspicuously absent in historic accounts of the highway design and construction.

SIGNIFICANCE (Cont.)

The board's recommendation was that the highway be built along modern engineering lines, with a 24-foot roadway, maximum grades of five percent, and curves with an absolute minimum radius of 100 feet. (1:111)

The appointment of Lancaster was followed by petty jealousies and an uncooperative attitude in the Multnomah County Surveyor's Office. Partly because of the awkward situation, the county commission passed a resolution requesting the newly-formed Oregon Highway Commission to take charge of the surveys, location, and all necessary preliminary work for the construction of the Columbia River Highway. The state readily accepted the charge and was authorized to draw on a fund of $75,000 which Multnomah County had already appropriated for the work. The State Highway Commission made Lancaster an assistant highway engineer and gave him supervision of the project. (1:111)

Samuel C. Lancaster

In an era when there were few competent highway engineers, Samuel C. Lancaster (1864-1941) was already respected as one of the country's expert road builders. (32) His masterful work in the Columbia River Gorge further solidified his reputation.

Born in Magnolia, Mississippi, in 1864, Lancaster briefly studied engineering at Union University in 1881. He then took a position as construction engineer with the Illinois Central Railroad and worked later with other railroad companies. In 1886, an attack of typhoid fever and infantile paralysis left Lancaster an invalid for several years. He went on, however, to become the city engineer of Jackson, Tennessee, in 1889. During the 1890s, Lancaster's half-million dollar model system of hard-surfaced roads in Madison County, Tennessee earned him a favorable reputation, and ultimately drew the attention of the Secretary of Agriculture, James Wilson. In 1904, Wilson appointed Lancaster to a position as consulting engineer with the Bureau of Public Roads and sent him on a nationwide tour to "preach the gospel" of Good Roads.

Lancaster arrived on the Pacific Coast in 1906, while an employee of the federal government. Lancaster advised engineers in Los Angeles County and elsewhere in California on the proper construction of roads and highways. Later in that year, Lancaster met Samuel Hill, who recruited him for the Good Roads movement in Washington State. He became the consulting engineer to the Seattle Parks Department, designing and constructing an elaborate system of scenic boulevards and parks which would eventually encircle the city.

SIGNIFICANCE (Cont.)

In 1908, Lancaster, at Samuel Hill's invitation, joined Hill and Major H.L. Bowlby, and Seattle City Engineer R.H. Thompson, at the First International Road Congress in Paris. Samuel Hill guided Lancaster through France, Germany, Switzerland, and Italy, where they observed famous highways and studied various road construction techniques. Lancaster later wrote that their visit to the charming and historic Rhine Valley had inspired Hill to envision a great highway through the Columbia Gorge, a scheme which Lancaster confessed he thought to be fanciful at that time.

After returning from Europe, Lancaster directed the building of a system of experimental roads on Sam Hill's extensive estate at Maryhill and had charge of the street paving at nearby Goldendale. (1:104-107) In December 1912, he was appointed to the Rainier National Park Committee, a special commission in Washington, D.C., to promote a road system in the park.

Between August 1913 through April 1915, Lancaster directed the construction of the Columbia River Highway in Multnomah County. He also was consulting engineer in Hood River County for the construction of the Mitchell Point Tunnel. In April 1915, only a couple of months before the official opening of the highway, Lancaster resigned his position as consulting engineer with Multnomah County. This resignation occurred over a dispute between Lancaster and Multnomah County over the cost of the facility. Most of the major engineering work on the westerly portion of the highway was completed and what remained was pursued according to his detailed instructions. (1:118) He later left the service of the State Highway Department.

Lancaster's resignation from his county position did not mark the end of his association with the Columbia River Highway. He no longer contributed his engineering services as an engineer on a regular basis, but he continued as a builder in the sense that he promoted the highway widely and advocated a tradition of road appreciation and beautification which he helped initiate in Oregon. (1:118) Much of what he felt about his Columbia River Highway experience is preserved in his books, Romance of the Gateway through the Cascade Range (1915), and The Columbia: America's Great Highway through the Cascade Mountains to the Sea (1926). (13; 15)

While Lancaster's reputation increasingly rested on his engineering triumph in the Columbia Gorge, he did undertake other notable works in Oregon and elsewhere in the nation. After the United States entered World War I, he was plant engineer with the Oregon District of the Emergency Fleet Corporation. Later, at Wilmington, Delaware, he developed a landscape and beautification program for the Delaware State Highway Commission. In 1923, he was park engineer for the Utah Park Company, a subsidiary of the Union Pacific Railroad, and assisted with a $500,000 hotel and highway project in the national parks of southern Utah and northern Arizona. The most publicized achievement credited to Lancaster in the Southwest was the scenic highway along the north rim of the Grand Canyon in Arizona. Back in Oregon, he drew plans in 1928 for campus beautification at Linfield College, McMinnville. (1:127-28)

SIGNIFICANCE (Cont.)

Construction of the Highway

> "Standing here I realized the magnitude of my task and the splendid opportunity presented. Instinctively there came a prayer for strong men and that we might have sense enough to do the thing in the right way...so as not to mar what God had put there...In that (Gorge) to the east were hidden waterfalls and mountain crags, dark wooded, fernclad caves, and all else that a wise creater (sic) chose to make for the pleasure and enjoyment of the children of men." (1:113-14)

So Lancaster recalled his impressions in September 1913, when the surveys between Chanticleer Point and Multnomah Falls began on the Columbia River Highway.

"On starting the surveys," Lancaster wrote, "our first business was to find the beauty spots, or those points where the most beautiful things along the line might be seen in the best advantage, and if possible to locate the road in such a way as to reach them." (1:115) For weeks Lancaster and his crews literally pulled themselves over the rocky and wooded terrain--taking photographs, drawing up blueprints, and always planning for a roadway that would blend subtly with the environment. Yet, this final plan met the highest engineering standards of the age and surpassed them in many respects. (1:115)

In Lancaster, the highway promoters had found an engineer with a rare blend of technical skill and romantic appreciation of nature. Deeply religious, his philosophy coincided with that of John Muir and other preservationists who revered the wilderness of God's unspoiled work. Lancaster knew and admired Stephan Mather, the first director of the National Park Service, and agreed with him that wild and national scenery should be made accessible for public enjoyment. It was widely believed by civic-minded reformers of the time that natural surroundings could help heal some of the ills of urban life. Crowded city dwellers needed access to the "wilderness" for social and spiritual health. In the Columbia Gorge, as Lancaster described it, "Tired men and women with their little children may enjoy the beauty of nature's art gallery and recreate themselves." (26:21)

Lancaster had a great and deep love for the beauty of the Cascades and the Columbia, and had a talent for solving difficult engineering problems. When these seemed insurmountable to others, Lancaster would usually come up with the right answer. Before running the lines for the route, he said he "studied the landscape with much care and became acquainted with its formations and geology." (16:115)

SIGNIFICANCE (Cont.)

After the survey of the Multnomah County segment was completed in late 1913, construction on the highway began and continued in Multnomah County and at Mitchell Point in Hood River County until late 1914. (See the construction chronologies in Appendices A and B.) The bridges were designed to blend gracefully with the exact condition and location at each point, always of reinforced concrete, and usually of the arch form. (14:60) Where the mountain slopes were unstable and posed a problem of sliding or falling rock, half viaducts were built.

Inspired by what he had seen in the Rhine Valley of Germany and above Lake Lucerne in Switzerland, Lancaster incorporated into the highway long stretches of dry masonry walls and ruble parapets with arched openings. These areas were accented by pedestrian overlooks with benches. These adornments to the highway would be duplicated and repeated as the Columbia River Highway was completed eastward. Some of the dry masonry walls would extend to 35 feet in height and 1000 feet in length. (14:65; 4) According to Lancaster, the dry masonry walls "add greatly to the charm of the highway." (3:20)

Perhaps the most significant structure designed by Lancaster was the Mitchell Point Tunnel, a few miles west of the city of Hood River. This location was a major barrier which Lancaster turned into a triumph.

For the duration of construction in Multnomah County, John B. Yeon, a wealthy Portland real estate owner, served without pay as the Multnomah County Roadmaster. Yeon was persuaded by Hill to accept the position. He brought to the project his administrative abilities and knowledge about the management of work camps. (Yeon had earlier worked in log camps in Ohio, Oregon and Washington

Yeon worked well with men and often spent from four in the morning to late at night, sometimes staying over night at the sites with the crew. He and Amos Benson (Simon Benson's son), his "first lieutenant" and right-of-way agent, oversaw the laborers (2,200 worked to complete the road), making sure that the work was done to the standard of excellence expected by Lancaster. Lancaster said "His sagacity and love of the beautiful enabled him to grasp the meaning of [my] plan, and thus to decide important matters correctly and with great dispatch." (John B. Yeon later served on the Oregon State Highway Commission from November 1920 to March 1923. John B. Yeon State Park, located about one mile west of Bonneville Dam, was dedicated in 1935 to honor Mr. Yeon for his participation in the completion of the Columbia River Highway.)

On July 6, 1915, the Columbia River Highway officially opened between Portland and the city of Hood River. The highway construction had gone according to schedule. Perhaps the most serious complaint about the highway was its "high cost." The Multnomah County surveyor continued to criticize Lancaster's highway, insisting that a road along the same route could have been built for $150,000 rather than the $223,000.

SIGNIFICANCE (Cont.)

Amos Benson and others argued that the earlier county survey involved rather primitive specifications and advised that it is "economy to build good roads in the first place." (1:117) Multnomah County had spent over $200,000, considered at that time an "extravagant frill," as no such thing as federal aid to highways or users taxes had yet to materialize. (1:111-12)

On its opening day in 1915 the first auto party to travel to Hood River included the members of the State Highway Commission: Governor James Withycombe, Secretary of State, Ben W. Olcott, and State Treasurer, Thomas B. Kay; Messrs. Simon Benson, John B. Yeon, Samuel Hill, Julius Meier, Major H.B. Bowlby, Samuel C. Lancaster, Amos Benson, John F. Carroll, and others. (36:27)

On that warm, summer day, the city of Hood River was out to greet the cavalcade from Portland, which numbered eight cars. They had left Portland at 6:00 that morning, and the first stop had been at Crown Point. Around 11:00, the cavalcade reached the summit of the Cascades. At Mitchell Point, the party was greeted by a reception committtee from Hood River. There followed a gala evening at Hood River. The next day the group continued on to The Dalles, after having breakfast at Mayerdale, the residence of Mark A. Mayer, near Mosier. (16:120-121)

Although the highway had been graded and was open for traffic in July 1915, the highway had yet to be paved. The paving issue became a hot subject in Multnomah County. Long continuous mileages of paved highways did not exist anywhere in America. Paved highways to connect distant cities were beginning to be given consideration, but there were relatively few engineers with substantial experience in that field. Aside from a half a dozen short stretches of paved or macadamized roads, paved highways were a luxury in the thinking of a large percentage of the citizens of Multnomah County. (2:267; 269)

Early in the spring of 1915, a campaign was launched by Simon Benson and John B. Yeon for paving the Columbia River Highway in Multnomah County; the estimated costs, $1,250,000. In spite of considerable resistance, the paving costs were approved by the voters in April 1915 and in June, paving with a bitulithic Warrenite* surface was started in Multnomah County. (15:15) (1:118)

*Bitulithic-Warrenite pavement was a patented course-graded mixture, combined with a thin layer or seal coat of fine-graded mixture. The special feature of the pavement was the blending together of the two layers by compression. (60:11)

SIGNIFICANCE (Cont.)

Herbert Nunn constructed the pavement in Multnomah County. Paving extended only to Multnomah Falls when the Columbia River Highway was officially dedicated. (2:270' 15:124). The Columbia River Highway is considered the first major paved highway in the Northwest.

Portland society was treated to two ceremonies officially dedicating the highway on June 7, 1916. Multnomah Falls was the scene of an elaborate and idealized pageant commemorating the history and lore of the Columbia Gorge. Dedication ceremonies were also held at Crown Point. At Crown Point Samuel Lancaster and most of the other promoters and politicians gave short addresses. Rose petals and loganberry juice (Oregon's "temperance" beverage) were scattered freely on the site by festival royalty. Then, at 5:00 p.m., President Woodrow Wilson touched an electric button in the White House which "unfurled the flag of freedom to the breezes" at Crown Point and cannons roared. (1:123)

Both before and after the official opening and dedication, work was progressing on extending the highway east to The Dalles. In 1913 and 1915, John A. Elliott, locating engineer for the State Highway Department, surveyed the most feasible route of the highway through Hood River and Wasco counties. From 1915 through 1922 the highway building proceeded in sections east from Hood River to The Dalles, including the building of the Mosier Twin Tunnels. Bridge construction became the responsibility of C.B. McCullough, State Bridge Engineer, who would become internationally famous for his innovative designs, particularly in reinforced concrete arch structures.

On June 27, 1922, Simon Benson ceremoniously took a rake in hand and helped spread the "hot stuff" mixture over the highway at Rowena, near The Dalles. Stepping back, Benson watched as a rolling machine came over the spot and finished the task. The Columbia River Highway, from the Oregon Coast to The Dalles was now completed and paved. Unpaved sections of the highway extended to Pendleton. (50:56) A monumental engineering accomplishment in Oregon was completed, a ten-year achievement. (39:54) A highway, built to the highest engineering standards of the day, had been constructed along the Columbia River through the Cascade Mountains, a feat previously considered impossible.

The Columbia River Highway became part of the national highway system in 1921, designated as U.S. 30. (1:137)

The completion of the Columbia River Gorge brought praise and compliments from all over the world. Frederick Villiers, veteran British war correspondent for the Illustrated London News said, as he watched a magnificent sunset from Crown Point after motoring through the Gorge, "It possesses the best of all the great highways in the world, glorified! It is the king of roads." (13:23)

SIGNIFICANCE (Cont.)

General George W. Goethals, builder of the Panama Canal, praised the "splendid engineering" of the highway, and called it "absolutely without equal in America for scenic interest." (1:126-27)

Theodore Roosevelt pronounced: "You have in the Columbia Highway the most remarkable engineering in the United States, which for scenic grandeur is not equaled anywhere." (1:126-26)

Associated Scenic and Recreational Developments

The Columbia River Highway opened the Gorge for expanded recreational use, spawned a string of public recreation areas, and encouraged the construction of Crown Point Vista House (1918), Multnomah Falls Lodge (1925), and many private tourist related facilities along the entire course of the route.

Highway supporters saw the need to preserve the Gorge's landscape for public enjoyment and use. Many parcels of land strategically located in outstanding scenic areas were given to the City of Portland, Multnomah County, the State of Oregon, and the U.S. Forest Service. Simon Benson, Osmon Royal, Guy W. Talbot, George Shepperd, and Mark Mayer, in particular, were early donors of land that formed, in part, the nucleus of the state roadside park system along the highway. (32)

The state's sytem of highway parks and waysides was inaugurated in 1925-26 under authority of the 1925 legislature. In the Gorge today there are twenty-one state parks and waysides (some undeveloped) between Troutdale and The Dalles along the Columbia River Highway.

The Oregon National Forest, renamed Mount Hood in 1924, was established in 1908. The forest was established by combining Bull Run Reserve (1892) and the northern portion of the Cascade Reserve (1893). The Forest Service established its first campground at Eagle Creek in 1915. With the help of Portland's business elite, the Forest Service protected 14,000 acres between Warrendale and Viento. Trails were begun up Eagle and Herman Creeks, and the system was later greatly expanded by the Civilian Conservation Corps in the 1930s. (12:162)

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COLUMBIA RIVER HIGHWAY HISTORIC DISTRICT
Unclosed Figure
UTM References

Section III - Sheet 1 of 11

The Dalles North, Oregon-Washington, 1:24000

Point	Zone	Easting	Northing
A	10	639120	5054450
B	10	639080	5054720
C	10	639660	5055540
D	10	639430	5055850
E	10	639310	5057240
F	10	638780	5057340
G	10	638690	5057910
H	10	638090	5057890
I	10	637400	5058240
J	10	637120	5058460

Section III - Sheet 2 of 11

Lyle, Washington-Oregon, 1:24000

Point	Zone	Easting	Northing
K	10	636240	5058600
L	10	635030	5058830
M	10	633040	5059680
N	10	632900	5059190
O	10	632620	5059240
P	10	632420	5060160
Q	10	631400	5059420
R	10	631430	5060320
S	10	630910	5060560
T	10	629580	5060380
U	10	629300	5060700
V	10	628800	5060670
W	10	628870	5060910
X	10	628500	5061160
Y	10	627560	5060540
Z	10	626540	5060680

Section III - Sheet 3 of 11

White Salmon, Wasington-Oregon, 1:24000

Point	Zone	Easting	Northing
A2	10	626540	5060670
B2	10	626200	5060940
C2	10	625460	5060240
D2	10	624700	5059910
E2	10	624580	5060040

Section II - Sheet 3 of 11

White Salmon, Washington-Oregon, 1:24000

Point	Zone	Easting	Northing
A	10	624560	5060040
B	10	624140	5060120
C	10	624110	5059740
D	10	623940	5060160
E	10	622700	5059970
F	10	621540	5060380
G	10	621240	5060340
H	10	620030	5061080
I	10	618350	5061660
J	10	618070	5062050
K	10	617920	5061940
L	10	617080	5062420
M	10	616840	5062310
N	10	616760	5062540

Section II - Sheet 4 of 11

Hood River, Oregon-Washington, 1:24000

Point	Zone	Easting	Northing
O	10	616770	5062350
P	10	616700	5062340
Q	10	616750	5062520
R	10	616450	5062540
S	10	616320	5062460

Section II - Sheet 4 of 11 (Cont.)

Point	Zone	Easting	Northing
T	10	616070	5062580
U	10	612990	5062730
V	10	612710	5062740
W	10	611680	5062400
X	10	610720	5062340
Y	10	610640	5062380
Z	10	610520	5062340
A2	10	610440	5062220
B2	10	609680	5062000
C2	10	608640	5061850
D2	10	607600	5061760
E2	10	607190	5061580

Section II - Sheet 5 of 11

Mt. Defiance, Oregon-Washington, 1:24000

Point	Zone	Easting	Northing
F2	10	603550	5060800
G2	10	602760	5060680
H2	10	602170	5060140
I2	10	601920	5060000
J2	10	601260	5059930
K2	10	599840	5060190
L2	10	599650	5060020
M2	10	599180	5060210
N2	10	599140	5060280
O2	10	598940	5060280
P2	10	598910	5060220
Q2	10	598800	5060260

Section II - Sheet 6 of 11

Carson, Washington-Oregon, 1:24000

Point	Zone	Easting	Northing
R2	10	596150	5060260
S2	10	595630	5060140
T2	10	590540	5059910
U2	10	590100	5059250
V2	10	589370	5058940
W2	10	589000	5058780
X2	10	588630	5058840
Y2	10	587620	5058430

Section II - Sheet 7 of 11

Bonneville Dam, Washington - Oregon, 1:24000

Point	Zone	Easting	Northing
Z2	10	587620	5058420
A3	10	586780	5057950
B3	10	586710	5057860
C3	10	585980	5057000
D3	10	585870	5056680
E3	10	585660	5056260
F3	10	584520	5055200
G3	10	584000	5054800
H3	10	584080	5054780
I3	10	584080	5054380
J3	10	583290	5054380
K3	10	583290	5054780
L3	10	583160	5054240
M3	10	582520	5053980
N3	10	581580	5053420
O3	10	581400	5053400
P3	10	580590	5053090
Q3	10	580240	5052860

Section II - Sheet 8 of 11

Tanner Butte, Oregon-Washington, 1:24000

Point	Zone	Easting	Northing
R3	10	579880	5052610
S3	10	579760	5052530

Section II - Sheet 9 of 11

Bridal Veil, Washington-Oregon, 1:625000

Point	Zone	Easting	Northing
T3	10	577050	5051250
U3	10	575900	5051100
V3	10	574850	5050220

Section I - Sheet 9 of 11

Bridal Veil, Washington-Oregon, 1:625000

Point	Zone	Easting	Northing
A	10	574350	5049800
B	10	573350	5048850
C	10	571650	5048500
D	10	569250	5047350
E	10	569250	5047050
F	10	568875	5047050
G	10	568875	5047350
H	10	568375	5047100
I	10	568375	5046700
J	10	568025	5046700
K	10	568025	5047100
L	10	565900	5046550
M	10	564200	5044650
N	10	562975	5043900
O	10	562975	5043600
P	10	562575	5043600
Qa	10	562575	5043900
Qb	10	561250	5043000
R	10	561250	5042650
S	10	561000	5042650
T	10	561000	5043000

Section I - Sheet 9 of 11 (Cont.)

Point	Zone	Easting	Northing
U	10	560100	5042525
V	10	560200	5042300
W	10	559900	5042200
X	10	559375	5042925
Y	10	559175	5042825
Z	10	559100	5043000
A2	10	558550	5042100

Section I - Sheet 10 of 11

Washougal Washington-Oregon, 1:24000

Point	Zone	Easting	Northing
B2	10	558580	5042140
C2	10	558290	5042040
D2a	10	557820	5042260
D2b	10	557830	5042560
E2	10	557440	5042250
F2	10	556670	5041830
G2	10	555620	5042170
H2	10	554380	5041540
I2	10	553900	5041470
J2	10	553720	5040620
K2	10	553340	5040620
L2	10	552910	5040300
M2	10	552480	5040620
N2	10	551900	5040620
O2	10	551370	5040300
P2	10	550960	5040560
Q2	10	549980	5040240
R2	10	550000	5040160
S2	10	549540	5039840
T2	10	549210	5040060
U2	10	549520	5040850
V2	10	549210	5041240
W2	10	549220	5042300
X2	10	548830	5042760

Section 1 - Sheet 11 of 11

Camas, Washington-Oregon, 1:24000

Point	Zone	Easting	Northing
Y2	10	548720	5042720

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

Verbal Boundary Description

Columbia River Highway
Multnomah, Hood River, and Wasco counties, Oregon

The historic district contains the extant, portions of the as-built Columbia River Highway (1913-22) in the Columbia River Gorge, from the Sandy River, city of Troutdale, Multnomah County, eastward through Multnomah County, across the width of Hood River County, and into Wasco County to Chenoweth Creek, at the northwest city limits of The Dalles. The western boundary of the highway is the west end of the Sandy River Bridge, No. 2019, located at M.P. 1.85 on the Crown Point Highway. The eastern boundary is the south end of the Chenoweth Creek Bridge, No. 506, located at M.P. 14.99 on the Mosier-The Dalles Highway. The Sandy River (Stark Street) Bridge, No. 11112, also located near the western boundary of the district, is included in the district. The district area extends from the south end of the bridge to the south right of way line of the Crown Point Highway at the bridge location.

The nomination of the highway results in a narrow, linear shaped district. The area mileage between the termini is 73.8 miles, the length of the original highway. The nominated highway within that 73.8-mile distance is restricted to 55 miles, those portions which are still intact with observable engineering features of the original highway present (pavement, guard rails, retaining walls, bridges, viaducts, tunnels, pedestrian overlooks, and distinctive cuts and fills). The site of the original highway route, if totally obliterated by later highway or other developments in the corridor, is not included in the district. An estimated 55.0 miles of the highway are still extant. This mileage is the total of the remaining portions and is not a single long section of the highway. The district, therefore, is not continuous from terminus to terminus, but consists of separate remaining segments of the highway. The longest extant portions of the original highway are now part of two state secondary highways on the east and west sections of the district corridor. The district includes mile posts 1.85-23.44 of the Crown Point Highway, state number 125, within Multnomah County, and mile posts 0.37-14.99 of the Mosier-The Dalles Highway, state number 292. The district also includes a small part of the Cascade Locks Highway, number 283, from mile post 0.40 to 1.24. The remaining intact mileage of the original highway consists of frontage roads, local access roads, city streets, and abandoned (but intact) portions. The mileage estimate of extant highway is based primarily on known areas where several hundred feet of the highway (at a minimum) exist. Smaller fragments do exist and are included in the nominations area, but are not included in the calculations.

Two short areas, one on the Crown Point Highway and the other on the Mosier-The Dalles Highway are non-original alignments. On the Crown Point Highway, the highway was realigned northward of the Oneonta Tunnel in the late 1940s when the tunnel was closed. This realignment area is about 0.25 miles long. (At this location the old highway is still present and includes a 1914 bridge and tunnel, both bypassed). The realignment includes a replacement Oneonta Gorge Creek Bridge, No. 7108A, built in 1948. This alignment area is included in the nomination district. On the Mosier-The Dalles Highway, a 0.5-mile segment west of Tooley Lake was realigned when Interstate 84 was constructed in the early 1960s. Fragments of the old highway remain north of the present Mosier-The Dalles Highway. The realignment area is not included in the nomination.

Excluded from the district are the travel lanes, paved shoulders and interchange areas of Interstate 84 (from Warrendale to Hood River), and intersection areas of other state highways where they coincide with the original route of the Columbia River Highway. These later highway developments most likely destroyed the original highway during their constructions, so the original highway would no longer be extant at these locations.

An exception to the Interstate 84 exclusion is the Toothrock Tunnel (1936), which contains the eastbound lanes of Interstate 84. The tunnel is specifically included in the district. The tunnel boundaries extend from portal to portal and also include the masonry retaining walls, lantern and column, and parapets outside the portals.

The district width of the highway varies but the average is 60 feet, the original right of way width of the highway (30 feet on either side of the highway centerline). The highway pavement is normally 24 feet from outside edge to outside edge, with two travel lanes. The district is wider at some locations to incorporate slopes, geologic features, other highway engineering features, and recreational areas. (See the boundary descriptions of the recreational areas included in the district). The district traverses cities and communities on the streets which contain the old highway route. Where curbs exist on these streets, the width of the district is the distance from the present curbline to curbline. If no curbs exist in the cities or communities, the width of the district is limited to the existing highway pavement, outside edge to outside edge.

The intact highway area within the district is 404 acres, more or less.

SOURCE: Dwight Smith, Environmental Section, Oregon State Highway Division, ODOT, Salem, Oregon, September 1983.

Verbal Boundary Description

Portland Women's Forum State Park*
Multnomah County, Oregon

(ROW File 29540 - 3.71 Acres)

Beginning at the quarter section stake between Sections 25 and 36, in Township 1 North of Range 4 East of the Willamette Meridian; thence on half section line North 900 feet to a point in the center line of Rooster Rock Road; thence West 230 feet to a point in the centerline of Rooster Rock Road, being County Road No. 481, as now surveyed and laid out; and thence in a Southerly direction along the center line of said road to where said center line intersects the line first above described, being in the SE¼ SW¼ of said Section 25, Township 1 North of Range 4 East of the Willamette Meridian, EXCEPT that protion used for road purposes.

Also that certain tract beginning at a point North 500 feet along the half section line of Section 25 starting from the quarter section corner between Sections 25 and 36, Township 1 North, Range 4 East of the Willamette Meridian; running thence East parallel with the South line of said SE¼ of Section 25 to the center line of Rooster Rock Road, being County Road No. 481; thence running Northwesterly along the center line of said road till the same intersects the half section line of said Section 25 above mentioned; thence South along siad half section line to the place of beginning, all being in said Section 25, Township 1 North, Range 4 East of the Willamette Meridian.

Beginning at a point in the West line of the SE¼ of Section 25, Township 1 North, Range 4 East of the Willamette Meridian, which is located 437.50 feet North 3° 59' 30" east from the Southwest corner of said SE¼ of Section 25; running thence on the West line of said SE¼ of Section 25, 62.50 feet to the Northwest corner of a certain 3-acre tract deeded by Martha Dabney to the County of Multnomah, November 7, 1927, and recorded in Book 1114 on Page 329, Deed Records; thence South 86° 58' 30" East on the North line of said 3-acre tract 177.61 feet to a point in the Westerly boundary line of County Road No. 1129; thence Southeasterly on said boundary line on a curve to left of 110 foot radius (the chord of which bears South 28° 6' East 0.99 feet) a distance of 0.99 feet to a point; thence South 74° 2' 20" West, 189.48 feet to the place of

*Portland Women's Forum State Park has a total area of 7.26 acres. The area included in the historic district is 9.26 acres, which includes two acres of the county road right of way which traverses the park but is not in state ownership.

beginning, all in Section 25, Township 1 North, Range 4 East of the Willamette Meridian, SUBJECT to all reservations and easements noted in said deed from Martha Dabney to the County of Multnomah; and EXCEPT the portions thereof in the road.

EXCEPT that part of the foregoing included in a deed from Multnomah County, Oregon, to the State of Oregon, recorded in Book 1543, Page 496, Deed Records, which said portion is more particularly described as all the land embraced in the foregoing description lying West of the North-South center line of Section 25, Township 1 North, Range 4 East, of the W.M., as well as the tract conveyed to Multnomah County by deed recorded March 19, 1928 in Book 1134, Page 381, Deed Records.

(ROW File 31041 - 3.55 Acres)

PARCEL 1

A parcel of land lying in Section 25, Township 1 North, Range 4 East, Willamette Meridian, Multnomah County, Oregon, and being that property described in that certain deed to Elliott J. Staten and Ruby L. Staten, recorded in Book 1754, Page 327 of P. S. Deed Records of Multnomah County; the said parcel being described as follows:

Beginning at a point in the center line of County Road No. 1129, North 10° 40' West 290.55 feet from the quarter section corner on the South side of said section; running thence North 89° 46' West parallel to the South line of said Section 25, 314.55 feet to an iron pipe; thence North 0° 14' East 199.42 feet to an iron pipe in the Southerly line of a tract of land conveyed to Multnomah County by deed recorded in P. S. Deed Book 1134 at Page 382; thence South 77° 36' East along said Southerly line and the same extended, to an intersection with the center line of said Road No. 1129; thence Southerly along said centerline to the point of beginning.

The parcel of land to which this description applies contains 0.95 acre, more or less, outside of the existing right of way.

PARCEL 2

A parcel of land lying in Section 25, Township 1 North, Range 4 East, Willamette Meridian, Multnomah County, Oregon, and being that property described in that certain deed to Elliott J. Staten and Ruby L. Staten, recorded in Book 1117, Page 453 of P. S. Deed Records of Multnomah County; the said parcel being described as follows:

Beginning at the quarter section corner between Sections 25 and 36 in Township 1 North, Range 4 East of the Willamette Meridian and running thence North 10° 40' West along the center line of Rooster Rock Road, said road being County Road no. 481 as now surveyed and laid out, a distance of 290.55 feet; thence North 89° 46' West and parallel with the section line between said Sections 25 and 36, a distance of 470.55 feet; thence South 10° 40' East and parallel with the said center line of County Road No. 481 aforesaid 290.55 feet to the center line of theColumbia River Highway, said center line being the section line between said Sections 25 and 36; thence South 89° 46' East 480.55 feet to theplace of beginning, EXCEPTING a strip 30 feet wide extending across the Easterly and Southerly sides of herein described tract, said strip being in County Roads.

The parcel of land to which this description applies contains 2.6 acres, more or less.

Including that portion of County Road 1129 in Sections 25 and 36, T.1N., R.4E., Willamette Meridian, beginning at the Crown Point Highway right-of-way and continuing northerly to a line bing being extension of the northernmost line of Portland Women's Forum State Park, encompassing 2.0 acres, more or less.

The total acreage of the parcels described is 9.26 acres, more or less.

SOURCE: Ed Schoaps, Oregon State Parks and Recreation Division, ODOT, Salem, Oregon, September 1983.

Verbal Boundary Description

Crown Point Vista House*
Crown Point State Park
Multnomah County, Oregon

(File P-980 - .65 Acre)

Lots 3 and 4, Block 6, Thor's Heights, situated in Section 30, Township 1 North, Range 5 East, Willamette Meridian, Multnomah County, Oregon.

EXCEPT that portion lying within that property conveyed to the State of Oregon by that certain deed recorded in Book 478, Page 415 of Multnomah County Records of Deeds.

The parcel of land to which this description applies contains 0.65 acre, more or less.

(File P-289 - 0.79 Acre)

Beginning at a point in the east line of Thor's Heights, as shown on the plat of same recorded in Multnomah County, Oregon, said point being 400 feet southerly from an iron pipe at the northeast corner of the NW¼ of the SW¼ of Section 30, Township 1 North, Range 5 East of the Willamette Meridian, and running thence east 38.56 feet, more or less, to the center line of the Columbia River Highway, No. 754A; thence tracing the center of said road no. 754A North 3° 59' 50" East 268.88 feet, more or less, to Station 375+16.70, the beginning of a curve to the left having a radius of 110 feet, through an arc of 225° 09' 30" a distance of 432.45 feet to Station 378+84.25 and end of curve; thence South 41° 09' 40" east 45.94 feet to Station 370+38.31 the beginning of a curve to the right, having a radius of 140.06 feet, through an arc of 71° 29' 30" a distance of 174.76 feet to Station 368+63.55 and end of curve; thence leaving the center line of the highway and running east 90.94 feet, more or less to the place of beginning, excepting therefrom the area included in the right of way of the Columbia River Highway and containing 0.79 acre, more or less, this being the identical piece of property conveyed to Multnomah County by the City of Portland on March 2, 1916, and recorded in Book 703, on page 462 Deed Records of Multnomah County, Oregon.

The total of the two parcels described is 1.44 acres, more or less.

*This area was listed on the National Register of Historic Places on December 5, 1974. The nomination name was "Vista House." The boundaries were not precisely defined in the nomination, "...located atop Crown Point in the SW¼ Sec. 30, T. 1N., R5E, of the Willamette Meridian, Multnomah County, Oregon." The boundary area in the nomination was estimated to be 3 acres.

SOURCE: Ed Schoaps, Oregon State Parks and Recreation Division, ODOT, Salem, Oregon, September 1983.

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

Verbal Boundary Description

Guy W. Talbot State Park
at Latourell Falls
Multnomah County, Oregon

That portion of Guy W. Talbot State Park which is part of the Northwest quarter of the Southeast quarter (NW¼ SE¼) and the Northeast quarter of the Southwest Quarter (NE¼ SW¼) of Section 29, Township 1 North, Range 5 East of the Willamette Meridian in Multnomah County, Oregon, described as follows:

Beginning at a point which is South, 118.06 feet from the center of Section 29; thence South 89° 45' 54" West 200 feet; thence South parallel to the North-South centerline of Section 29 to the South line of the Northeast quarter of the Southwest quarter (NE¼ SW¼) of Section 29; thence East along said South line to the Southeast corner of said Northeast quarter of the Southwest quarter (NE¼ SW¼); thence East, 276 feet along the South line of the Northwest quarter of the Southeast quarter of Section 29; thence North to a point on the Southerly right of way line of the Alex Barr County Road No. 566; thence Westerly and Northerly along said County Road right of way to a point which is North 89° 45' 54" E, 48.40 feet from the point of beginning; thence South 89° 45' 54" West, 48.40 feet to the point of beginning.

This parcel of land contains 13.0 acres, more or less.

SOURCE: Ed Schoaps, Oregon State Parks and Recreation Division, ODOT, Salem, Oregon, September 1983.

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

Verbal Boundary Description

Shepperd's Dell State Park
Multnomah County, Oregon

Beginning at a point which is fixed by starting at the Northeast corner of the Northwest quarter of the Northwest quarter (NW¼-NE¼) of Section 28, Township 1 North, Range 5 East of the Willamette Meridian, running thence South 138 feet to a point; thence South 82° 50' West 311.5 feet to a point on the old county road, which point is the beginning point of the property to be described herein; running thence South 55° 27' West 62.5 feet; thence South 68° 19' West 463.0 feet; thence South 55° 23' West 260.0 feet; thence North 70° 07' West 180.5 feet; thence South 69° 43' West 118.0 feet; thence South 52° 13' West 256.5 feet; thence North 46° 30' West 335.4 feet; thence North 43° 43' East 392.5 feet along O.W.R.&N. right of way; thence North 38° 55' East 186.0 feet along O.W.R.&N. right of way; thence East 00° 00' 608.0 feet; thence South 14° 0.4' East 70.4 feet; thence South 60° 06' East 134.0 feet; thence South 66° 43' East 68.0 feet; thence South 87° 24' East 246.5 feet to the point of beginning and containing a total of 10.96 acres, including Columbia River Highway right of way of .93 acre, leaving a total of 10.03 acres.

SOURCE: Ed Schoaps, Oregon State Parks and Recreation Division, ODOT, Salem, Oregon, September 1983.

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

Verbal Boundary Description

Wahkeena Falls Recreation Site
Mount Hood National Forest
Multnomah County, Oregon

Beginning at a point on the south right of way line on the Crown Point Highway due south of the southwest end of the Wahkeena Falls (Youngs Creek) highway bridge; thence 500 feet west along the highway right of way line; thence 1000 feet south; then 1000 feet east; thence about 1200 feet north to the south right of way line of the Crown Point Highway; thence west approximating the south right of way line of the Crown Point Highway to the point of beginning, about 500 feet; basically forming a square containing Wahkeena Falls, the cascade below the falls, portions of the trail, and the footbridge all located south of the Crown Point Highway within Mount Hood National Forest and all being in said Section 13, Township 1N, Range 5 East and Section 18, Township 1N, Range East of the Willamette Meridian. The total acreage of the parcel described is 25.3 acres, more or less.

SOURCE: Dwight Smith, Environmental Section, Oregon State Highway Division, ODOT, September 1983.

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

Verbal Boundary Description

Multnomah Falls Lodge*
Multnomah Falls Recreation Site
Mount Hood National Forest
Multnomah County, Oregon

At the quarter-corner of Sections 7 and 18, Township 1 North, Range 6 East, W.M., as monumented and described in the records of the Surveyor General, thence north 36° 09' 29" east 211.30 feet (calculated) to Angle Point C, point of beginning. Angle Point C is 200 feet south of the top of Upper Multnomah Falls. From POB, the line descends a ridge, bearing north 68° 55' 21" west 1012.62 feet (calculated) to Angle Point D. Thence the line descends a cliff, bearing north 8° 52' 50" east 318.76 feet (calculated) to Angle Point E. Thence the line parallels the southern edge of the Old Columbia River Gorge Scenic Highway, bearing north 72° 14' 07" east 709.67 feet (calculated) to Angle Point A. Thence the line ascends a cliff and steep ridge bearing south 36° 42' 38" east 705.37 feet (calculated) to Angle Point B. Thence the line crosses Multnomah Creek bearing south 31° 47' 56" west 386.02 feet (calculated) to Angle Point C, POB. All points, bearings and distances are calculated and subject to minor adjustment in actual field location. It is the intent that the boundary lines should allow as a minimum a 200 foot buffer to ensure adequate protection of Multnomah Falls Lodge and Upper and Lower Multnomah Falls. This parcel of land contains 13.7 acres.

*This area was listed on the National Register of Historic Places on April 22, 1981. The verbal boundary description is from the nomination entitled "Multnomah Falls Lodge and Footpath."

SOURCE: Jonathan Horn and Mary Stuart, Mount Hood National Forest, Gresham, Oregon, September 1980.

Verbal Boundary Description

Eagle Creek Campground and Picnic Area
and
Eagle Creek Overlook Picnic Area
Mount Hood National Forest
Multnomah County, Oregon

The following describes the boundaries of the actual acreage included in the Eagle Creek Campground and Overlook:

Commencing at the Witness Corner set 23 chains south of the section corner common to Sections 15, 14, 23 and 22, Township 2 North, Range 7 East, Willamette Meridian, surveyed, Multnomah County, Oregon, as described in the records of the U.S. Army Corps of Engineers, 1934, south 24° 44' west 1275 feet (calculated) to a point, State Place Coordinates, Oregon North Zone, X= 1635988.9, Y=723921.4, point of beginning. From POB, the line bears south 39° 40' east 331 feet (calculated), thence south 13° 26' east 328 feet, (calculated), thence south 30° 34' east 274 feet (calculated), thence south 46° 50' east 713 feet (calculated), thence south 16° 55' east 695 feet (calculated), thence south 10° 23' east 291 feet (calculated) to the Eagle Creek trailhead, thence south 3° 12' west 134 feet, thence north 54° 2' west 235 feet following the western shoreline of Eagle Creek, thence north 18° 59' west 410 feet, thence north 38° 57' west 332 feet, thence north 51° 22' west 266 feet, thence north 73° 2' west 392 feet, thence north 83° 40' west 283 feet, thence north 79° 20' west 380 feet, thence north 65° 48' west 270 feet, thence north 88° 26' west 506 feet, thence north 82° 57' west 215 feet, thence north 67° 33' west 345 feet, thence north 34° 4' west 270 feet to the mouth of Eagle Creek, thence north 18° 32' east 378 feet to the northwesterly most point of land on the overlooking bluff, thence north 67° 45' east 797 feet, thence south 76° 40' east 82 feet, thence north 73° 21' east 189 feet, thence south 48° 14' west 911 feet along the crest of the road cut of Interstate 84, thence south 52° 16' west 171 feet, thence north 89° 56' west 192 feet, thence south 47° 28' east following Forest Service Road 241 along the eastern shoreline of Eagle Creek, not including any portion of the Cascade Salmon Hatchery, thence south 80° 23' east 399 feet, thence north 72° 32' east 335 feet, then north 82° 16' east 220 east feet, then south 61° 11' east 161 feet, thence north 46° 0' east 236 feet, thence north 10° 15' east 156 feet, thence north 26° 45' east 205 feet, thence north 37° 50' east 218 feet, thence from State Plane coordinates and the resulting bearings and distances are subject to adjustment in actual field location.

Verbal Boundary Description (Cont.)

The boundaries so described delineate an area 48 acres in extent and one intended to encompass all features of the Eagle Creek Recreation Area, including the suspension bridge, campground, trailhead, and overlook area, as built in 1915 and expanded 1935-1937.

SOURCE: Susan Marvin, Mount Hood National Forest, Gresham, Oregon, September 1983.

Verbal Boundary Description

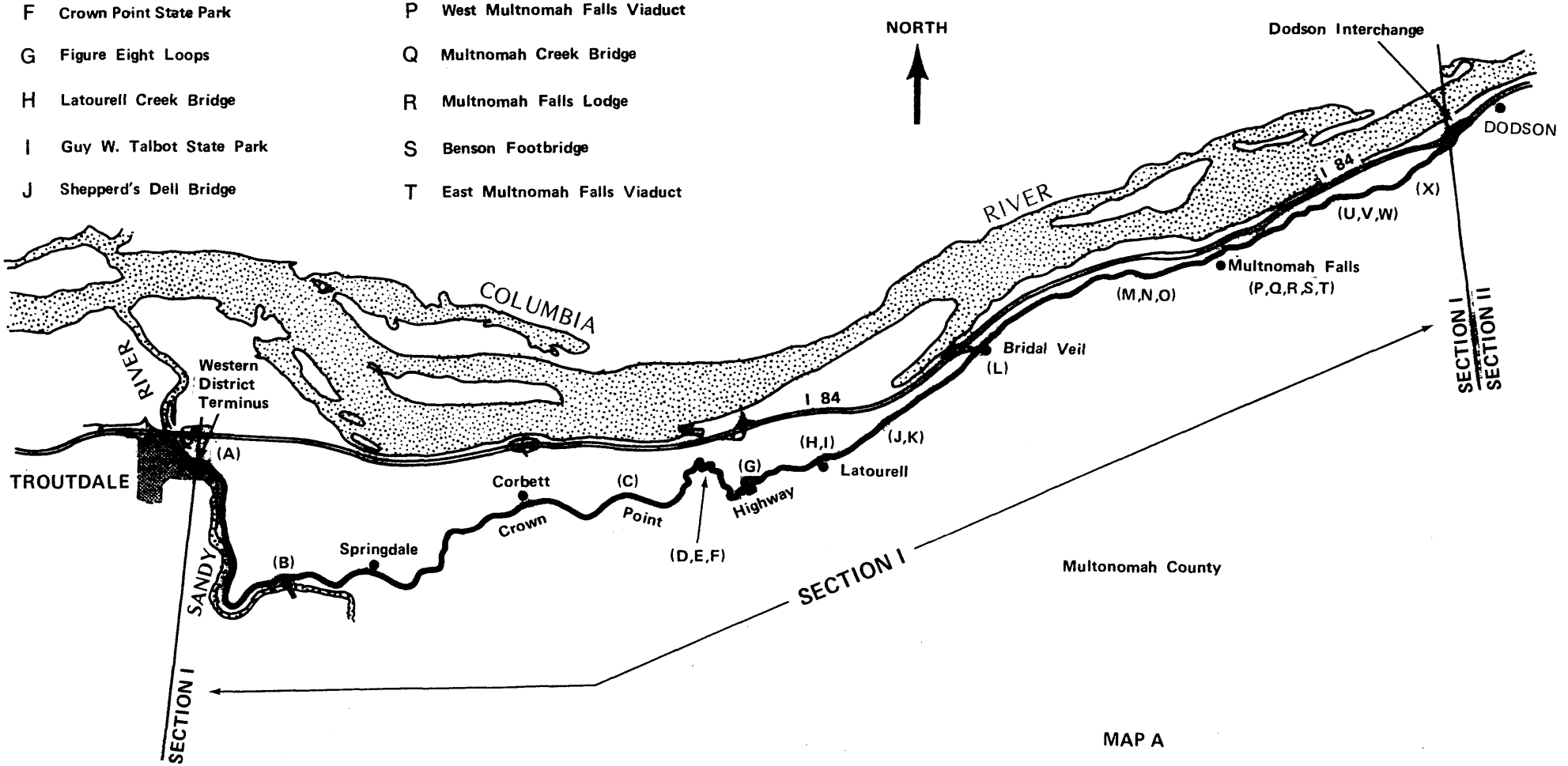
Rowena Crest Overlook
Mayer State Park
Wasco County, Oregon

That portion of Mayer State Park being the S½ of the SE¼ of the NW¼ of the SE¼ of Section 3, T.2N., R.12E., Willamette Meridian, Wasco County, Oregon, encompassing 5 acres, more or less.

SOURCE: Ed Schoaps, Oregon State Parks and Recreation Division, ODOT, Salem, Oregon, September 1983.

Legend:

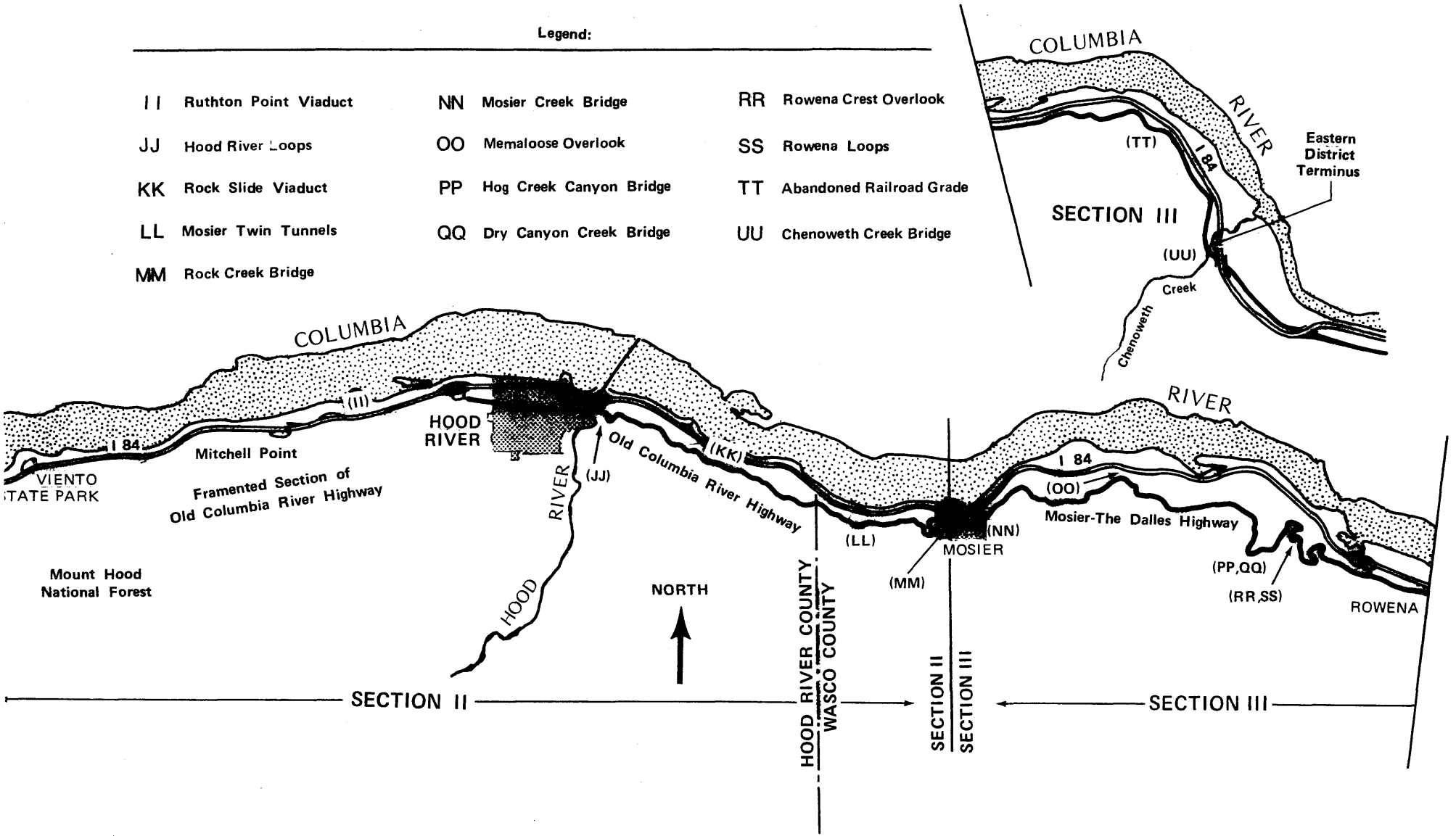
A	Sandy River Bridge	K	Shepperd's Dell State Park	U	Oneonta Gorge Creek Bridge (1914)
B	Sandy River (Stark St.) Bridge	L	Bridal Veil Falls Bridge	V	Oneonta Gorge Creek Bridge (1948)
C	Portland Women's Forum State Park	M	Wahkeena Falls Bridge	W	Oneonta Tunnel
D	Crown Point Viaduct	N	Wahkeena Falls Recreation Site	X	Horsetail Falls Bridge
E	Crown Point Vista House	O	Wahkeena Falls Footbridge		
F	Crown Point State Park	P	West Multnomah Falls Viaduct		
G	Figure Eight Loops	Q	Multnomah Creek Bridge		
H	Latourell Creek Bridge	R	Multnomah Falls Lodge		
I	Guy W. Talbot State Park	S	Benson Footbridge		
J	Shepperd's Dell Bridge	T	East Multnomah Falls Viaduct		



MAP A

LOCATION OF THE MAJOR FEATURES OF THE COLUMBIA RIVER HIGHWAY

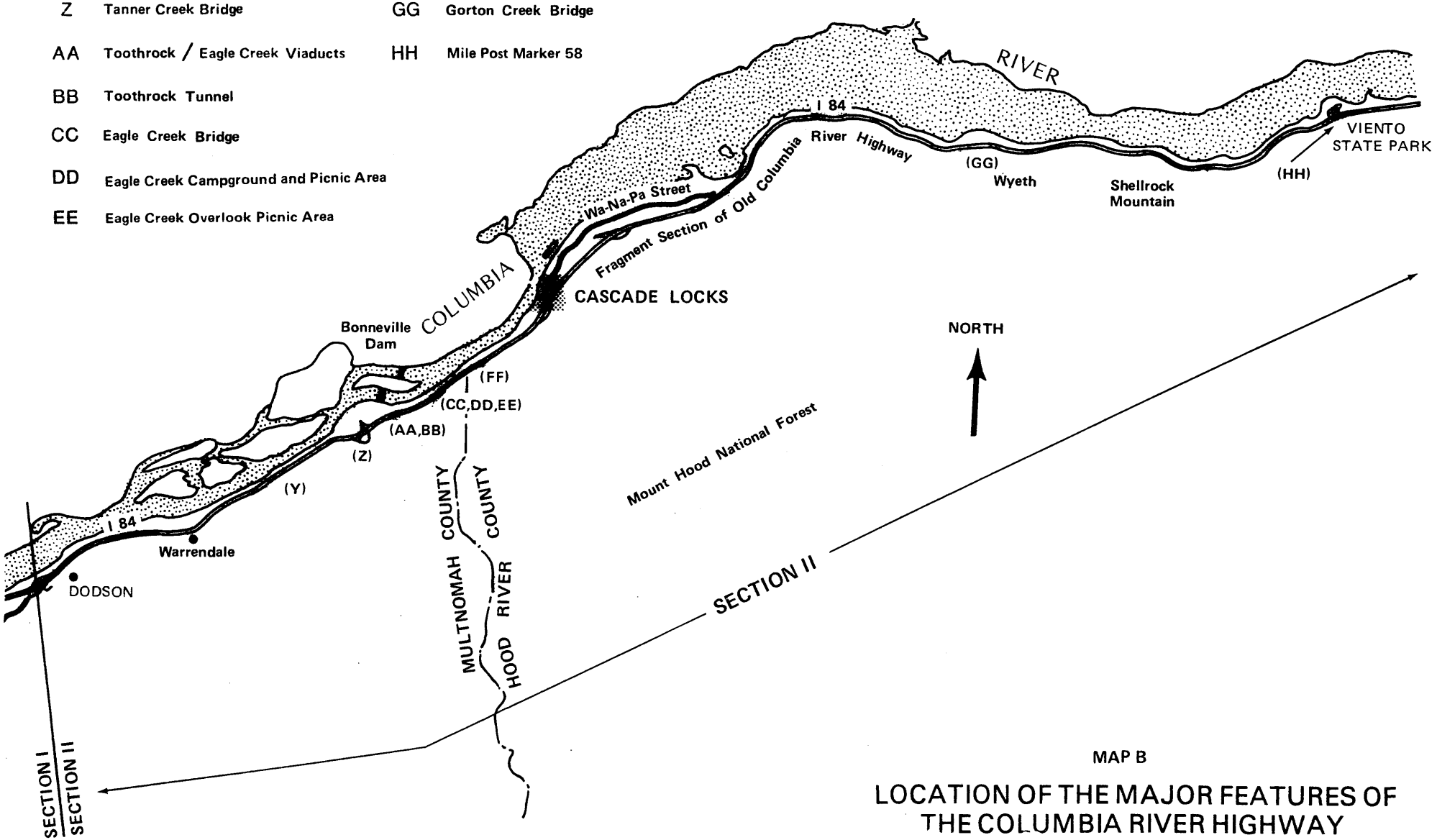
APPROX. SCALE 1" = 2 MILE



MAP C

LOCATION OF THE MAJOR FEATURES OF THE COLUMBIA RIVER HIGHWAY

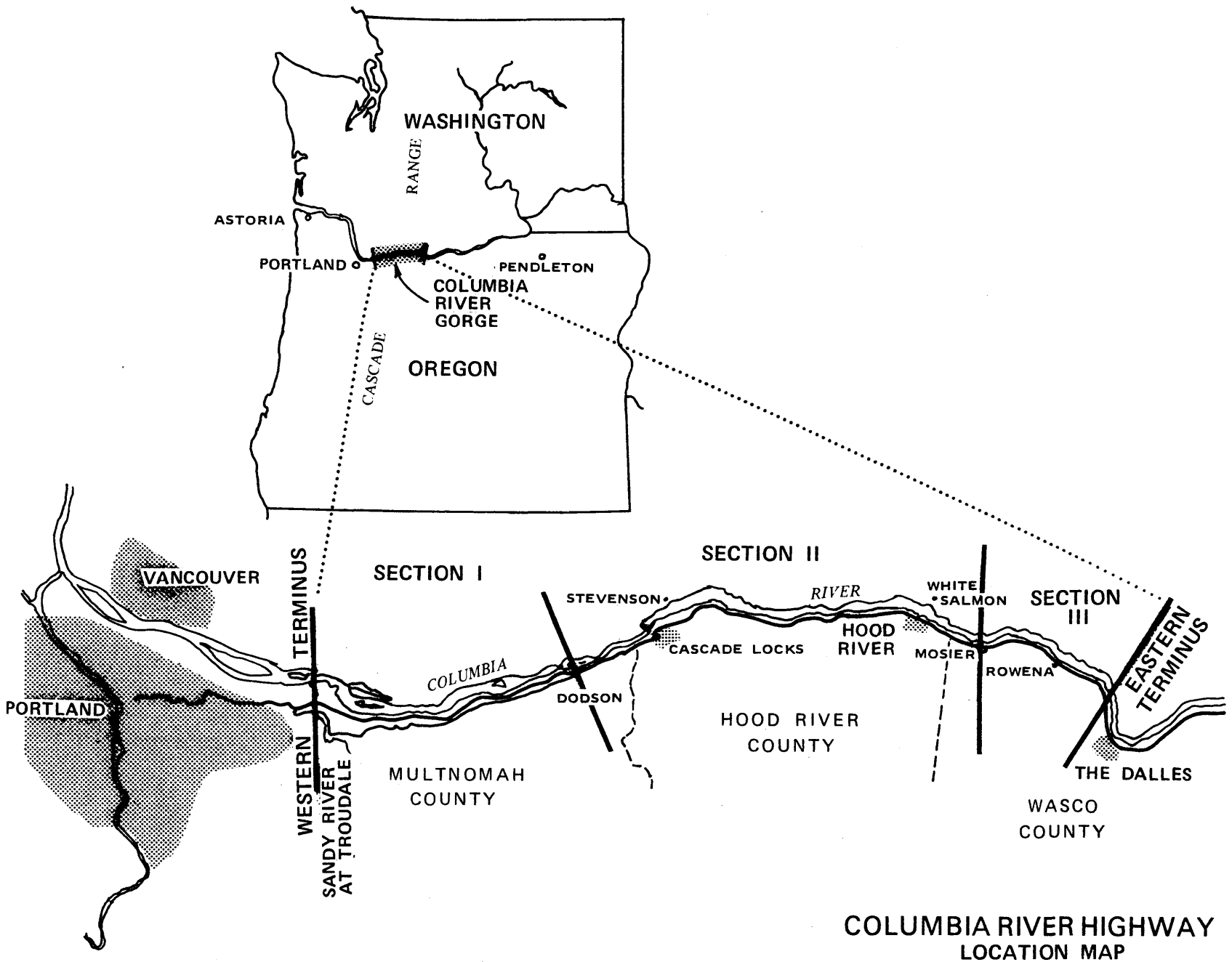
APPROX. SCALE 1" = 2 MILE



MAP B

LOCATION OF THE MAJOR FEATURES OF THE COLUMBIA RIVER HIGHWAY

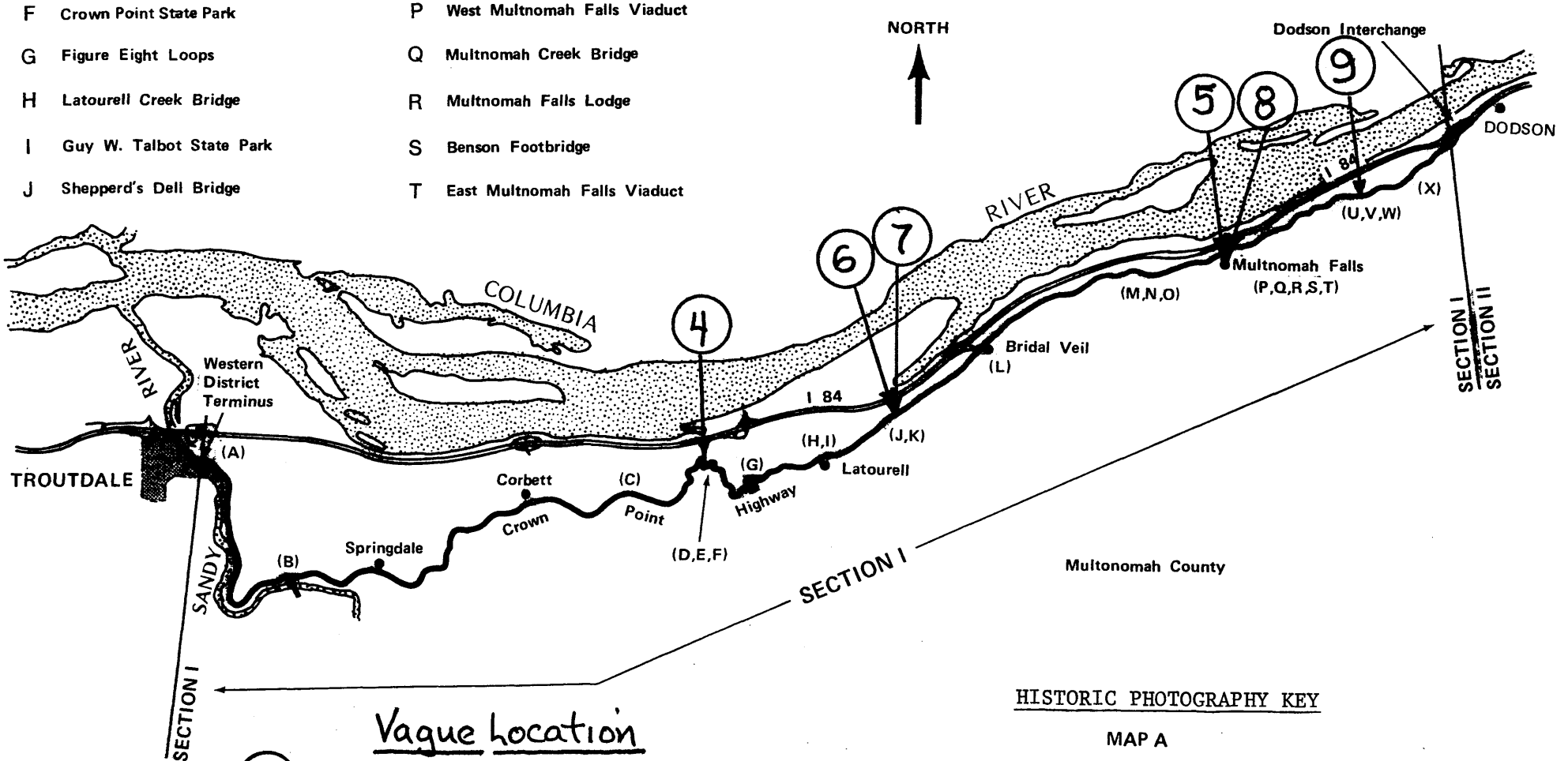
APPROX. SCALE 1" = 2 MILE



COLUMBIA RIVER HIGHWAY
LOCATION MAP

Legend:

A	Sandy River Bridge	K	Shepperd's Dell State Park	U	Oneonta Gorge Creek Bridge (1914)
B	Sandy River (Stark St.) Bridge	L	Bridal Veil Falls Bridge	V	Oneonta Gorge Creek Bridge (1948)
C	Portland Women's Forum State Park	M	Wahkeena Falls Bridge	W	Oneonta Tunnel
D	Crown Point Viaduct	N	Wahkeena Falls Recreation Site	X	Horsetail Falls Bridge
E	Crown Point Vista House	O	Wahkeena Falls Footbridge		
F	Crown Point State Park	P	West Multnomah Falls Viaduct		
G	Figure Eight Loops	Q	Multnomah Creek Bridge		
H	Latourell Creek Bridge	R	Multnomah Falls Lodge		
I	Guy W. Talbot State Park	S	Benson Footbridge		
J	Shepperd's Dell Bridge	T	East Multnomah Falls Viaduct		



Vague Location

1. Unknown
2. Somewhere in Multnomah County
3. Somewhere in Multnomah County

HISTORIC PHOTOGRAPHY KEY

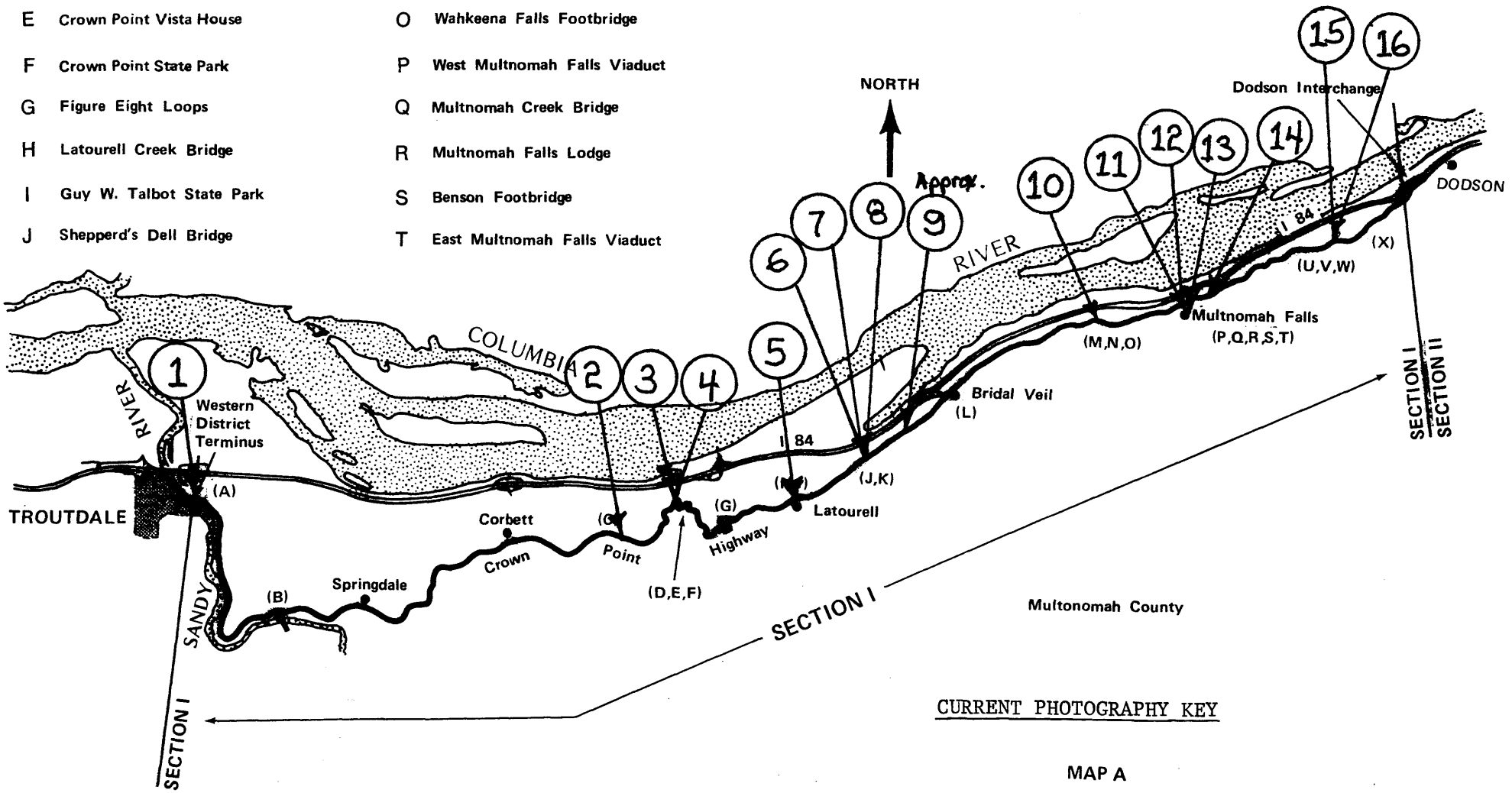
MAP A

LOCATION OF THE MAJOR FEATURES OF THE COLUMBIA RIVER HIGHWAY

APPROX. SCALE 1" = 2 MILE

Legend:

A	Sandy River Bridge	K	Shepperd's Dell State Park	U	Oneonta Gorge Creek Bridge (1914)
B	Sandy River (Stark St.) Bridge	L	Bridal Veil Falls Bridge	V	Oneonta Gorge Creek Bridge (1948)
C	Portland Women's Forum State Park	M	Wahkeena Falls Bridge	W	Oneonta Tunnel
D	Crown Point Viaduct	N	Wahkeena Falls Recreation Site	X	Horsetail Falls Bridge
E	Crown Point Vista House	O	Wahkeena Falls Footbridge		
F	Crown Point State Park	P	West Multnomah Falls Viaduct		
G	Figure Eight Loops	Q	Multnomah Creek Bridge		
H	Latourell Creek Bridge	R	Multnomah Falls Lodge		
I	Guy W. Talbot State Park	S	Benson Footbridge		
J	Shepperd's Dell Bridge	T	East Multnomah Falls Viaduct		

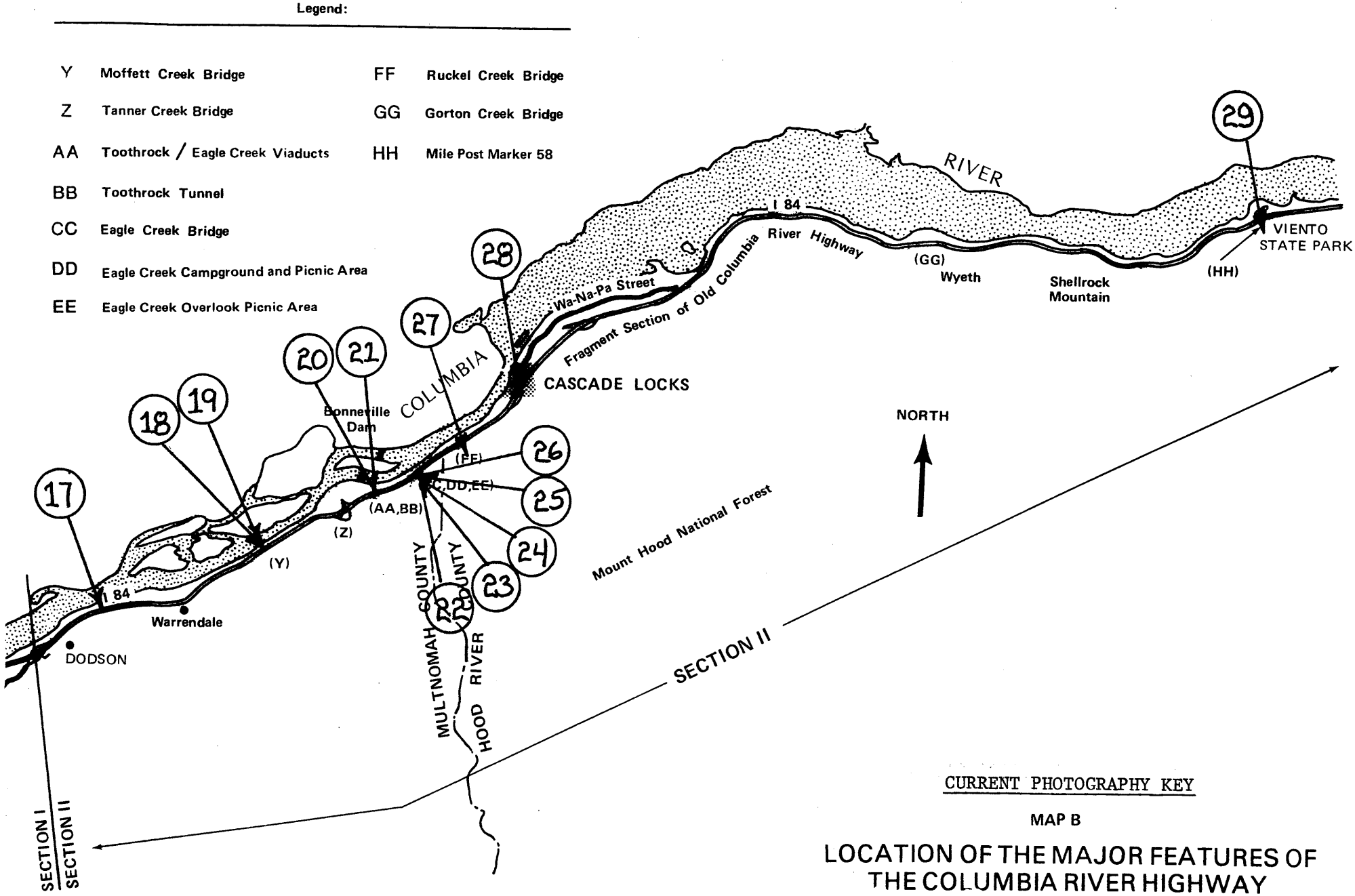


CURRENT PHOTOGRAPHY KEY

MAP A

LOCATION OF THE MAJOR FEATURES OF THE COLUMBIA RIVER HIGHWAY

APPROX. SCALE 1" = 2 MILE

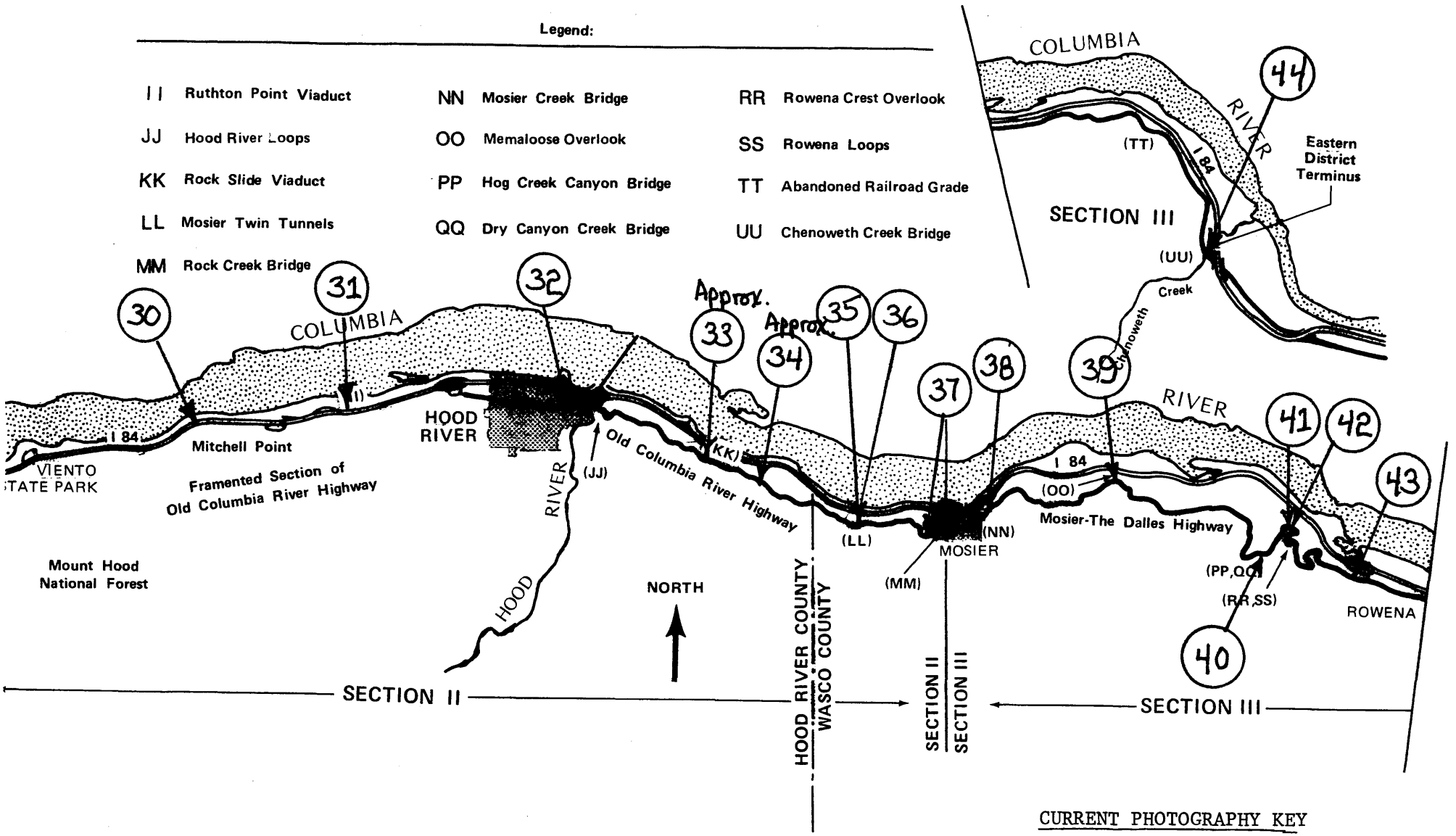


CURRENT PHOTOGRAPHY KEY

MAP B

LOCATION OF THE MAJOR FEATURES OF THE COLUMBIA RIVER HIGHWAY

APPROX. SCALE 1" = 2 MILE

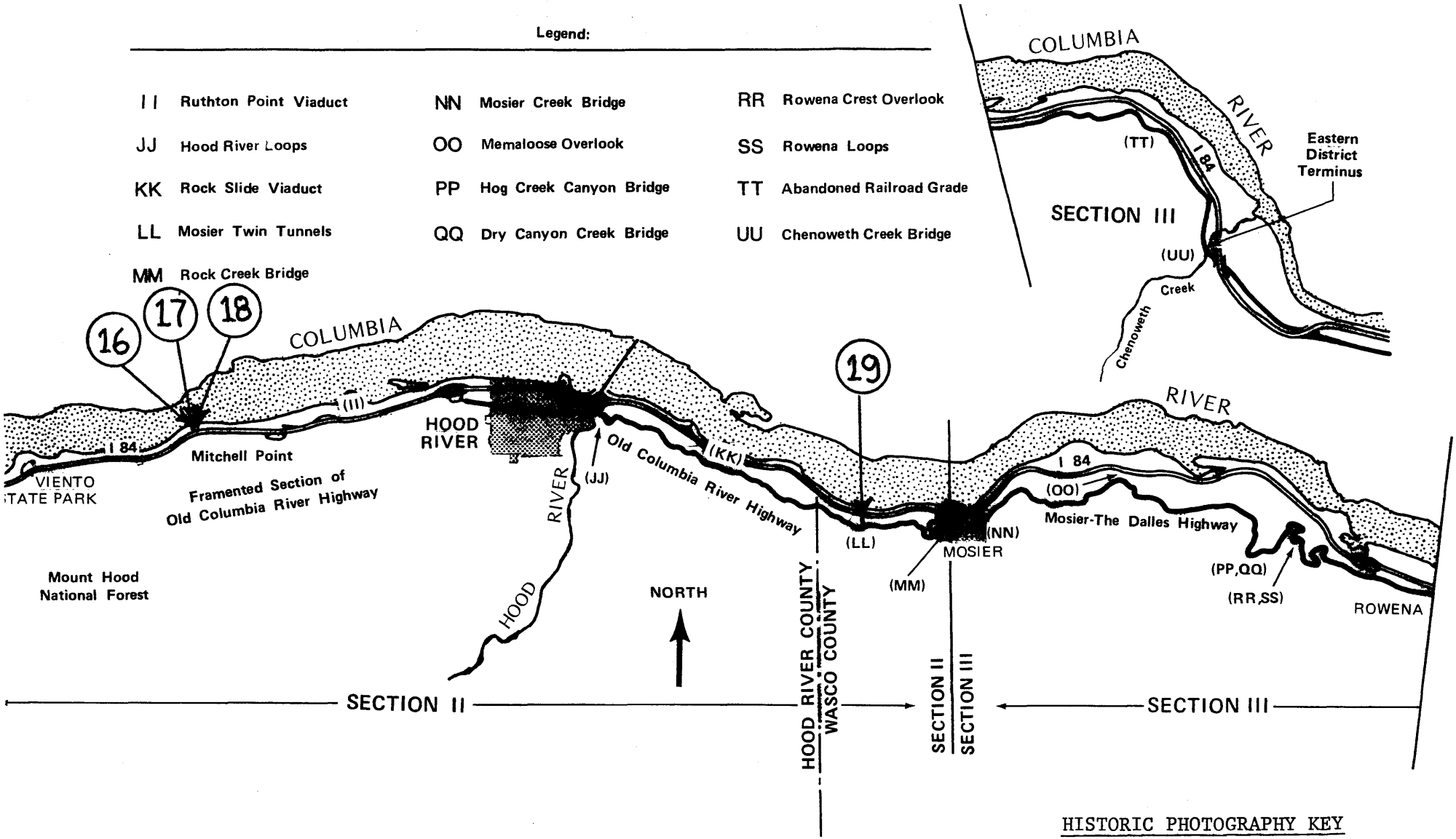


CURRENT PHOTOGRAPHY KEY

MAP C

LOCATION OF THE MAJOR FEATURES OF THE COLUMBIA RIVER HIGHWAY

APPROX. SCALE 1" = 2 MILE

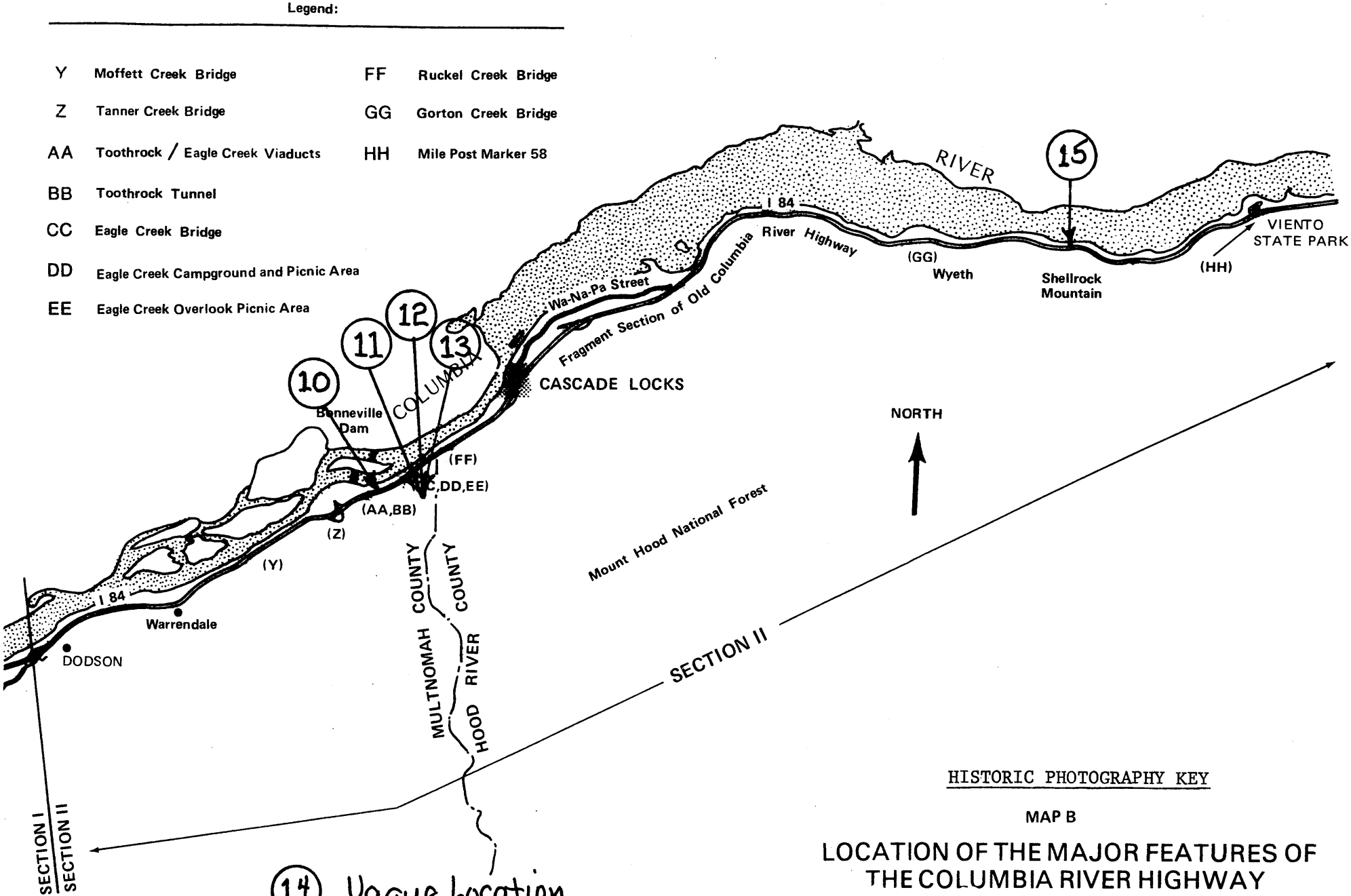


HISTORIC PHOTOGRAPHY KEY

MAP C

LOCATION OF THE MAJOR FEATURES OF THE COLUMBIA RIVER HIGHWAY

APPROX. SCALE 1" = 2 MILE



HISTORIC PHOTOGRAPHY KEY

MAP B

LOCATION OF THE MAJOR FEATURES OF THE COLUMBIA RIVER HIGHWAY

APPROX. SCALE 1" = 2 MILE

APPENDIX A

CONSTRUCTION CHRONOLOGY*
Columbia River Highway
(1913-1922)

Date	Event	Nomination Section	County**
Aug. 1913	S.C. Lancaster appointed as consulting engineer in Multnomah County and assistant state highway engineer. (1:111; 14:57; 32)	I, II	M
Sept. 1913	Lancaster completed survey in Multnomah County from Chanticleer Point to Multnomah Falls and (later) to Eagle Creek. (1:115; 32)	I, II	M
Oct. 1913 - Nov. 1914	Grading from Chanticleer Point to Eagle Creek. (19:1; 21:1; 32)	I, II	M
Oct. 1913 - Feb. 1914	J.A. Elliott, Locating Engineer for the Oregon State Highway Department, surveyed from Multnomah/Hood River county line to the city of Hood River, including the location of Mitchell Point Tunnel. (18:1; 33:5-6)	II	H

*Note: This chronology does not specifically list all portions of the highway. The Columbia River Highway incorporated existing roads in the cities and counties which were only minimally upgraded before paving. Historic information is sketchy on the development of portions of the highway.

**M-Multnomah County; H-Hood River County; W-Wasco County.

Date	Event	Nomination Section	County
1914	Grading of three segments in Hood River County, totalling 5.3 miles. (Multnomah/ Hood River county line to ½-mile west of Cascade Locks--1.5 miles; east of Wyeth to Shellrock Mountain--1.7 miles; and Shellrock Mountain to Viento Hill--2.1 miles). (18:14; 33:6; 36:26)	II	H
Sept. 1914 - 1915	Twenty-two miles graded from 2½ miles west of Cascade Locks to the city of Hood River (14; 18:1)	II	H
1914	Construction of bridges, viaducts, and Oneonta Tunnel, from Crown Point to Horsetail Falls. (34, HAER Inventory; 46)	I	M
1915	Construction of bridges and viaducts from McCord Creek to Eagle Creek (34, HAER Inventory; 46)	II	M
Mar. - Nov. 1915	Construction of the Mitchell Point Tunnel. (33:67; 36:27-28; 37:106)	II	H
July 1915	Official opening of highway from Chanticleer Point to the city of Hood River. (16:120-21; 33:7; 36:27)	I, II	M, H
Jun. 1915 - 1916	Bitulithic Warrenite paving of highway from Sandy River to Multnomah/Hood River county line. (1:118; 15:15)	I, II	M
1915	J.A. Elliott surveyed from the city of Hood River to Hood River/Wasco county line. (36:29)	II	H
Feb. 1916	Elliott conducted a preliminary survey from Hood River/Wasco county line to The Dalles. (22:2; 36:29)	II, III	W

Date	Event	Nomination Section	County
1916	One-mile of pavement in Hood River County adjacent to county line completed at the expense of Simon Benson. (37:106; 38:249-50)	II	H
June 1916	Dedication of highway (June 7, 1916) with ceremonies at Crown Point and Multnomah Falls. (Paving completed to Multnomah Falls at time of dedication.) (1:123; 3:46; 33:7)	I, II	M
1916	Construction and grading of segment (1.25 miles) at Cascade Locks. (33:7; 36:29)	II	H
1916-1918	Construction of bridges and viaducts from Ruckel Creek to Rock Creek, west of Mosier, including the Hood River Bridge (1918). (34, HAER Inventory; 46)	II	H, W
1917	Wasco County road built over Seven-Mile Hill between Mosier and The Dalles. (38:369)	III	W
1917-1918	Viento and Cascade Locks segments graded and surfaced. (38:251)	II	H
1917 - Sept. 1918	Ruthton Hill segment, west of Hood River, relocated and graded. (38:251; 253)	II	H
Aug. 1917 - Sept. 1918	Grading and macadamizing from Multnomah/ Hood River county line to city of Hood River. (33:7; 37:106-7, 109; 38:250)	II	H
1918	Completion of Crown Point Vista House. (Dedicated May 5, 1918.) (33:7; 43)	I	M
1919	Final location of the Mosier-Rowena route made by J. H. Scott, Locating Engineer. (OSHD). (38:396)	III	W
1919-20	Grading and macadamizing from city of Hood River to Rowena. (22:3; 37:111; 38:249-251, 254, 388-389)	II, III	H, W

Date	Event	Nomination Section	County
1919-1920	Paving from Cascade Locks to city of Hood River. This portion macadamized in 1918. Open to traffic in August 1920. (33:7-8; 37:109; 38:249-50, 255)	II	H
1919-1921	Construction of bridges, viaducts and Mosier Twin Tunnels in Hood River and Wasco counties. (Mosier Twin Tunnels completed in April 1921.) (34, HAER Inventory; 39:30, 510; 46)	II, III	H, W
1919-1920	Grading and macadamizing from city of Hood River to Hood River/Wasco county line. (38:249, 385)	II	H
1919-1921	Grading and macadamizing from Mosier to Rowena. (Opened to traffic in 1920.) (22:1, 3-4; 38:389)	III	W
1921-1922	Paving from city of Hood River to The Dalles. Officially opened to traffic in June 1922. (19:1; 22:1; 39:506; 50; 56)	II, III	H, W
July 1922	Formal dedication at The Dalles of the eastern paved portion of the highway (July 2, 1922). (50; 52)	II, III	H, W

APPENDIX B

CONSTRUCTION CHRONOLOGY OF MAJOR STRUCTURES, EXTANT AND DESTROYED
Columbia River Highway Historic District
(West Terminus to East Terminus)

Structure	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	Post-1921
SECTION I:											
Sandy River Bridge	X										
Sandy River (Stark St.) Bridge			X								
Crown Point Viaduct			X								
Latourell Creek Bridge			X								
Shepperd's Dell Bridge			X								
Bridal Veil Bridge			X								
Wahkeena Falls Bridge			X								
Wahkeena Fall Foot-bridge			X								
West Multnomah Falls Viaduct			X								
Multnomah Creek Bridge			X								
Multnomah Falls Foot-bridge (Benson Bridge)			X								
East Multnomah Falls Viaduct			X								
Oneonta Gorge Creek Bridge											X (1948)
Oneonta Gorge Bridge			X								
Oneonta Tunnel			X								
Horsetail Falls Bridge			X								
SECTION II:											
McCord Creek Bridge (Destroyed)				X							
Moffet Creek Bridge				X							
Tanner Creek Bridge				X							
Toothrock and Eagle Creek Viaducts				X							
Toothrock Tunnel											X (1936)
Eagle Creek Bridge				X							
Ruckel Creek Bridge						X					
Herman Creek Bridge (Destroyed)							X				

APPENDIX B (Cont.)

	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	Post-1921
SECTION II (Cont.)											
Gorton Creek Bridge							X				
Lindsey Creek Bridge (Destroyed)					X						
Warren Creek Bridge (Destroyed)					X						
Viento Creek Bridge (Destroyed)							X				
Mitchell Point Tunnel (Destroyed)				X							
Ruthton Point Viaduct							X				
Phelps Creek Bridge (Destroyed)								X			
Hood River Bridge (Destroyed)							X				
Rock Slide Viaduct									X		
Mosier Twin Tunnels										X	
Rock Creek Bridge							X				
SECTION III											
Mosier Creek Bridge									X		
Hog Creek Canyon Bridge									X		
Dry Canyon Creek Bridge										X	
Chenoweth Creek Bridge									X		

SOURCE: (34, HAER Inventory; 45; 46)